

PB# 00-201

**First Columbia (Parcel E)
Concept Plan**

3-1-47

00-201

**FIRST COLUMBIA
PARCEL "E"
CONCEPT PLAN
(SPERRY)**

Approved

11/8/00

Data for STEWART-PARCEL E POST

TYPE III 24-HOUR RAINFALL= 6.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

SUBCATCHMENT 1

DRAINAGE AREA #1

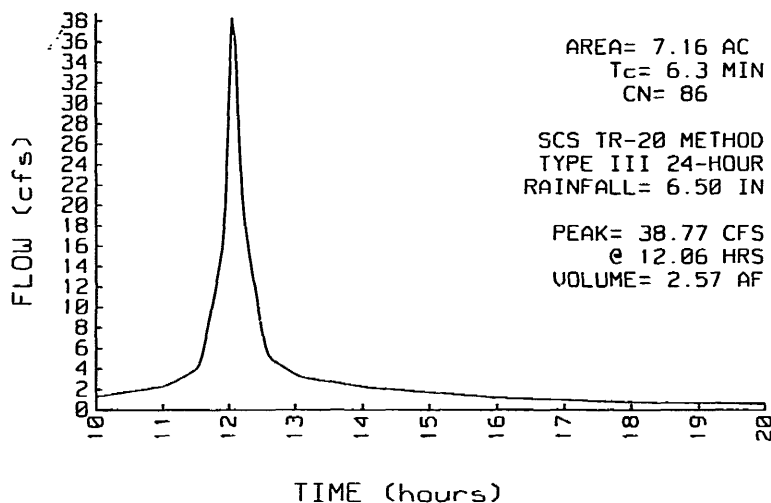
PEAK= 38.77 CFS @ 12.06 HRS, VOLUME= 2.57 AF

ACRES	CN	
2.69	98	IMPERVIOUS
4.47	79	GRASS, GOOD, SOIL C
7.16	86	

SCS TR-20 METHOD
TYPE III 24-HOUR
RAINFALL= 6.50 IN
SPAN= 10-20 HRS, dt=.05 HRS

Method	Comment	Tc (min)
TR-55 SHEET FLOW	PATH 1	2.3
Grass: Short n=.15 L=70' P2=3.5 in s=.3429 '/'		
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 2	4.0
Paved Kv=20.3282 L=931' s=.0356 '/'	V=3.84 fps	
Total Length= 1001 ft		Total Tc= 6.3

SUBCATCHMENT 1 RUNOFF
DRAINAGE AREA #1



Data for **STEWART-PARCEL E POST**

TYPE III 24-HOUR RAINFALL= 6.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

SUBCATCHMENT 2

DRAINAGE AREA #2

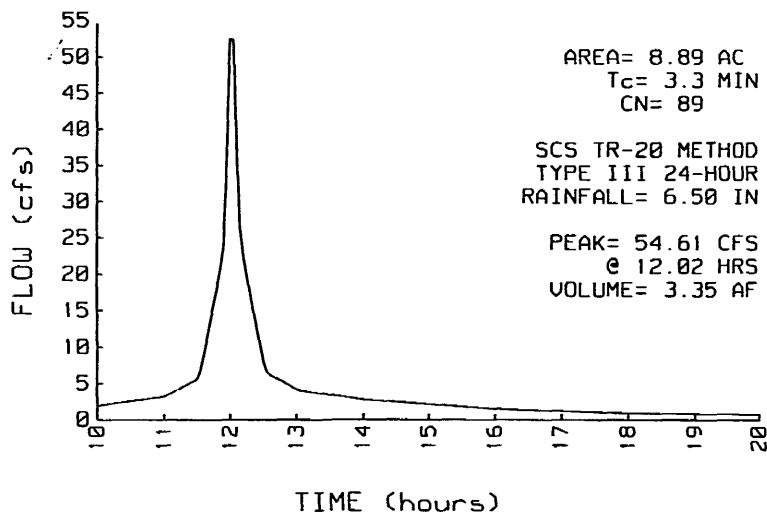
PEAK= 54.61 CFS @ 12.02 HRS, VOLUME= 3.35 AF

ACRES	CN	
5.68	98	IMPERVIOUS
3.21	74	GRASS, GOOD, SOIL C
8.89	89	

SCS TR-20 METHOD
TYPE III 24-HOUR
RAINFALL= 6.50 IN
SPAN= 10-20 HRS, dt=.05 HRS

Method	Comment	Tc (min)
TR-55 SHEET FLOW	PATH 1	1.8
Smooth surfaces n=.011 L=300'	P2=3.5 in s=.0567 '/'	
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 2	1.5
Paved Kv=20.3282 L=400' s=.05 '/'	V=4.55 fps	
Total Length= 700 ft		Total Tc= 3.3

**SUBCATCHMENT 2 RUNOFF
DRAINAGE AREA #2**



Data for STEWART-PARCEL E POST

TYPE III 24-HOUR RAINFALL= 7.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

RUNOFF BY SCS TR-20 METHOD: TYPE III 24-HOUR RAINFALL= 7.50 IN, SCS U.H.

RUNOFF SPAN = 10-20 HRS, dt= .05 HRS, 201 POINTS

SUBCAT NUMBER	AREA (ACRE)	Tc (MIN)	--GROUND COVERS (%CN)--	WGT'D CN	C	PEAK (CFS)	Tpeak (HRS)	VOL (AF)
1	7.16	6.3	38%98 62%79	86	-	45.98	12.06	3.05
2	8.89	3.3	64%98 36%74	89	-	64.20	12.02	3.95

Data for STEWART-PARCEL E POST

TYPE III 24-HOUR RAINFALL= 7.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

SUBCATCHMENT 1

DRAINAGE AREA #1

PEAK= 45.98 CFS @ 12.06 HRS, VOLUME= 3.05 AF

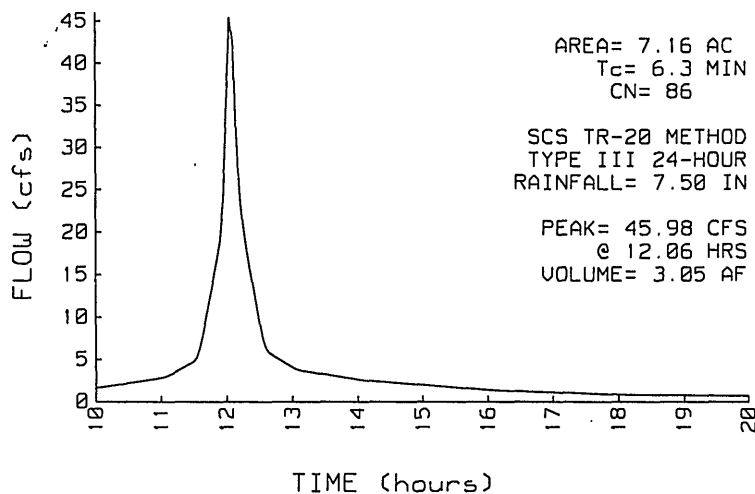
ACRES	CN
2.69	98
4.47	79
7.16	86

IMPERVIOUS
GRASS, GOOD, SOIL C

SCS TR-20 METHOD
TYPE III 24-HOUR
RAINFALL= 7.50 IN
SPAN= 10-20 HRS, dt=.05 HRS

Method	Comment	Tc (min)
TR-55 SHEET FLOW	PATH 1	2.3
Grass: Short n=.15 L=70' P2=3.5 in s=.3429 '/'		
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 2	4.0
Paved Kv=20.3282 L=931' s=.0356 '/' V=3.84 fps		
Total Length= 1001 ft		----- Total Tc= 6.3

SUBCATCHMENT 1 RUNOFF
DRAINAGE AREA #1



Data for STEWART-PARCEL E POST

TYPE III 24-HOUR RAINFALL= 7.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

SUBCATCHMENT 2

DRAINAGE AREA #2

PEAK= 64.20 CFS @ 12.02 HRS, VOLUME= 3.95 AF

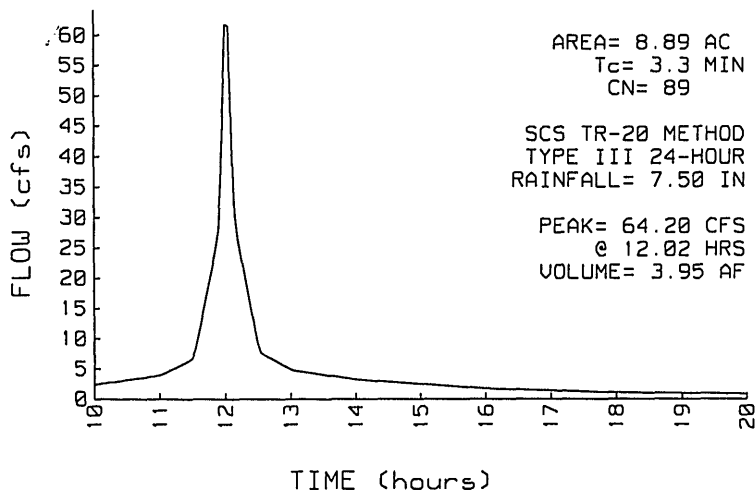
ACRES	CN
5.68	98
3.21	74
8.89	89

IMPERVIOUS
GRASS, GOOD, SOIL C

SCS TR-20 METHOD
TYPE III 24-HOUR
RAINFALL= 7.50 IN
SPAN= 10-20 HRS, dt=.05 HRS

Method	Comment	Tc (min)
TR-55 SHEET FLOW	PATH 1	1.8
Smooth surfaces n=.011 L=300'	P2=3.5 in s=.0567 '/'	
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 2	1.5
Paved Kv=20.3282 L=400' s=.05	V=4.55 fps	
Total Length= 700 ft		Total Tc= 3.3

SUBCATCHMENT 2 RUNOFF
DRAINAGE AREA #2



**State Environmental Quality Review
FULL ENVIRONMENTAL ASSESSMENT FORM**

Purpose: The full EAF is designed to help applicants and agencies determine, in an orderly manner, whether a project or action may be significant. The question of whether an action may be significant is not always easy to answer. Frequently, there are aspects of a project that are subjective or unmeasurable. It is also understood that those who determine significance may have little or no formal knowledge of the environment or may not be technically expert in environmental analysis. In addition, many who have knowledge in one particular area may not be aware of the broader concerns affecting the question of significance.

The full EAF is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible enough to allow introduction of information to fit a project or action.

Full EAF Components: The full EAF is comprised of three parts:

- Part 1:** Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3.
- Part 2:** Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially large impact. The form also identifies whether an impact can be mitigated or reduced.
- Part 3:** If any impact in Part 2 is identified as potentially large, then Part 3 is used to evaluate whether or not the impact is actually important.

DETERMINATION OF SIGNIFICANCE - Type 1 and Unlisted Actions

Identify the Portions of EAF completed for this project: ☒ Part 1 ☐ Part 2 ☐ Part 3

Upon review of the information recorded on this EAF (Parts 1 and 2 and 3 if appropriate), and any other supporting information, and considering both the magnitude and importance of each impact, it is reasonable determined by the lead agency that:

- A. The project will not result in any large and important impact(s) and, therefore, is one which will not have a significant impact on the environment, therefore a **negative declaration will be prepared.**
- B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required, therefore a **CONDITIONED negative declaration will be prepared.***
- C. The project may result in one or more large and important impacts that may have a significant impact on the environment, therefore a **positive declaration will be prepared.**

A Conditioned Negative Declaration is only valid for Unlisted Actions.

Name of Action

Name of Lead Agency

Print or Type Name of Responsible Officer in Lead Agency

Title of Responsible Officer

Date

PART 1 - PROJECT INFORMATION
Prepared by Project Sponsor

NOTICE: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form, Parts A through E. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts 2 and 3.

It is expected that completion of the full EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

NAME OF ACTION <i>Site Plan Approval</i>		
LOCATION OF ACTION <i>New York International Plaza - Parcel E (Tax Map #3-1-47)</i>		
NAME OF APPLICANT/SPONSOR <i>First Columbia L.L.C.</i>		BUSINESS TELEPHONE <i>(518) 452-1664</i>
ADDRESS <i>210 Washington Ave. Ext.</i>		
CITY/PO <i>Albany</i>	STATE <i>NY</i>	ZIP CODE <i>12203</i>
NAME OF OWNER (if different) <i>Town of New Windsor</i>		BUSINESS TELEPHONE <i>(914) 563-4611</i>
ADDRESS <i>555 Union Ave.</i>		
CITY/PO <i>New Windsor</i>	STATE <i>NY</i>	ZIP CODE <i>12553</i>
DESCRIPTION OF ACTION <i>Construction of a 30,000 s.f. Flight Training Facility, 88 Room Hotel, 110 Room Hotel, 60 Seat Restaurant and associated parking.</i>		

Please Complete Each Question - Indicate N.A. if not applicable.

A. Site Description

Physical setting of overall project, both developed and undeveloped areas.

1. Present Land Use: ☐ Urban ☐ Industrial ☒ Commercial ☒ Residential ☐ Rural (non-farm)
 ☐ Forest ☐ Agricultural ☐ Other

2. Total acreage of project area: 12.5 acres

APPROXIMATE ACREAGE	PRESENTLY	AFTER COMPLETION
Meadow or Brushland (Non-Agricultural)	<u>2.5</u> acres	<u>.7</u> acres
Forested	<u>.2</u> acres	_____ acres
Agricultural (includes orchards, cropland, pasture, etc.)	_____ acres	_____ acres
Wetland (freshwater or tidal as per Articles 24, 25 of ECL)	_____ acres	_____ acres
Water Surface Area	_____ acres	_____ acres
Unvegetated (rock, earth fill)	_____ acres	_____ acres
Roads, buildings and other paved surfaces	<u>1.9</u> acres	<u>6.7</u> acres
Other (Indicate type: <u>lawn, landscaped areas</u>)	<u>7.9</u> acres	<u>5.1</u> acres

3. What is predominant soil type(s) on project site: Mardin
- a. Soil drainage: ☐ Well drained _____ % of site ☒ Moderately well drained 100 % of site
 ☐ Poorly drained _____ % of site
- b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? N/A acres
4. Are there bedrock outcroppings on project site? ☐ Yes ☒ No
- a. What is depth to bedrock? +5 feet

5. Approximate percentage of proposed project site with slopes: ☒ 0-10% 26 % ☒ 10-15% 24 %
☒ 15% or greater 50 %
6. Is project substantially contiguous to or contain a building site, or district, listed on the State or National Registers of Historic Places? ☐ Yes ☒ No
7. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks? ☐ Yes ☒ No
8. What is the depth of the water table? +5 (in feet)
9. Is site located over a primary, principal, or sole source aquifer? ☐ Yes ☒ No
10. Do hunting, fishing or shell fishing opportunities presently exist in the project area? ☐ Yes ☒ No
11. Does project site contain any species of plant or animal life that is identified as threatened or endangered? ☐ Yes ☒ No
According to Final Environmental Assessment Stewart Army Subpost Divestiture
12. Are there any unique or unusual land forms on the project site? (i.e. cliffs, dunes, or other geological formations) ☐ Yes ☒ No
13. Is the project site presently used by the community or neighborhood as an open space or recreation area? If yes, explain: ☐ Yes ☒ No
14. Does the present site include scenic views known to be important to the community? ☐ Yes ☒ No
15. Streams within or contiguous to the project area: Yes
a. Name of Stream and name of River to which it is tributary: Gillick Brook, Beaver Dam Lake & Unnamed, Lake Washington
16. Lakes, ponds, wetland areas within or contiguous to project area: NO
a. Name: N.A. b. Size (in acres): N.A. acres
17. Is the site served by existing public utilities? ☒ Yes ☐ No
a. If Yes, does sufficient capacity exist to allow connection? ☒ Yes ☐ No
b. If Yes, will improvements be necessary to allow connection? ☐ Yes ☒ No
18. Is the site located in an agricultural district certified pursuant to Agriculture and Markets Law 25-AA, Section 303 and 304? ☐ Yes¹ ☒ No
19. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617? ☐ Yes ☒ No
20. Has the site ever been used for the disposal of solid or hazardous waste? ☐ Yes ☒ No

B. Project Description

1. Physical dimensions and scale of project (fill in dimensions as appropriate)
- Total contiguous acreage owned or controlled by project sponsor: 260 acres.
 - Project acreage to be developed: 11.8 acres initially; 11.8 acres ultimately.
 - Project acreage to remain undeveloped: .7 acres.
 - Length of project in miles: N.A. (if appropriate).
 - If the project is an expansion, indicate percent of expansion proposed: N.A. %.
 - Number of off-street parking spaces existing: 120; proposed: 482.
 - Maximum vehicular trips generated per hour: 236 *P.M. peak* (upon project completion).
 - If residential, number and type of housing units:

	One Family	Two Family	Multiple Family	Condominium
Initially	<u>N.A.</u>	<u>N.A.</u>	<u>N.A.</u>	<u>N.A.</u>
Ultimately	<u>N.A.</u>	<u>N.A.</u>	<u>N.A.</u>	<u>N.A.</u>
 - Dimensions (in feet) of largest proposed structure: 65 ft. height; 90 ft. width; 210 ft. length.
 - Linear feet of frontage along a public thoroughfare project will occupy is: 4150 feet.

2. How much natural material (i.e. rock, earth, etc.) will be removed from the site? 4885 cubic yards.
3. Will disturbed areas be reclaimed? ☒ Yes ☐ No
 a. If Yes, for what intended purpose is site being reclaimed? Lawn Areas
 b. Will topsoil be stockpiled for reclamation? ☒ Yes ☐ No
 c. Will upper subsoil be stockpiled for reclamation? ☒ Yes ☐ No
4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site? 6.7 acres.
5. Will any mature forest (over 100 years old) or other locally important vegetation be removed from site? ☐ Yes ☒ No
6. If single-phase project, anticipated period of construction: N.A. months (including demolition).
7. If multi-phased: 46 months
 a. Total number of phases anticipated: 4
 b. Anticipated date of commencement of phase one: 3 month, 2001 year.
 c. Approximate completion date of final phase: 11 month, 2004 year.
 d. Is phase one functionally dependent on subsequent phases? ☐ Yes ☒ No
8. Will blasting occur during construction? ☐ Yes ☒ No
9. Number of jobs generated - during construction: 20; after project is complete: 180(+/-).
10. Number of jobs eliminated by this project: 0.
11. Will project require relocation of any projects or facilities? ☐ Yes ☒ No
 If Yes, explain: N.A.
12. Is surface liquid waste disposal involved? ☒ Yes ☐ No
 a. If Yes, indicate type of waste (sewage, industrial, etc.) and amount: Sanitary Sewage - 27,360 gpd
 Name of water body into which effluent will be discharged: Town of New Windsor STP
13. Is subsurface liquid waste disposal involved? ☐ Yes ☒ No
14. Will surface area of an existing body of water increase or decrease by proposal? ☐ Yes ☒ No
 If Yes, explain: N.A.
15. Is project or any portion of project located in a 100-year floodplain? ☐ Yes ☒ No
16. Will project generate solid waste? ☒ Yes ☐ No
 a. If Yes, what is the amount per month? 11 tons
 b. If Yes, will an existing solid waste facility be used? ☒ Yes ☐ No
 c. If Yes, give name: Newburg Transfer Station; location: Newburg, NY
 d. Will any wastes not go into a sewage disposal system or into a sanitary landfill? ☒ Yes ☐ No
 If Yes, explain: Recyclables will be taken to Hudson Baylor Recycling
17. Will project involve the disposal of solid waste? ☐ Yes ☒ No
 a. If Yes, what is the anticipated rate of disposal? N.A. tons/month
 b. If Yes, what is the anticipated site life? N.A. Years
18. Will project use herbicides and pesticides? ☐ Yes ☒ No
19. Will project routinely produce odors (more than one hour per day)? ☐ Yes ☒ No
20. Will project produce operating noise exceeding the local ambient noise levels? ☐ Yes ☒ No
21. Will project result in an increase in energy use? ☒ Yes ☐ No
 If Yes, indicate type(s): electricity and fuel for heating, air conditioning, and lighting.
22. If water supply is from wells, indicate pumping capacity: N.A. gallons/minute
23. Total anticipated water usage per day: 21,888 gallons/day
24. Does project involve Local, State or Federal funding? IDA funding may be applied for, if qualified. ☒ Yes ☐ No

Approvals Required:

City, Town, Village, Board
City, Town, Village, Planning Board
City, Town, Zoning Board
City, County Health Department
Other Local Agencies
Other Regional Agencies
State Agencies
Federal Agencies

☐ Yes ☒ No
☒ Yes ☐ No
☐ Yes ☒ No
☐ Yes ☐ No
☒ Yes ☐ No
☐ Yes ☒ No
☐ Yes ☒ No
☐ Yes ☒ No

Type

Site Plan
Building & utility Permits

Submittal

Pending
Pending

C. Zoning and Planning Information

1. Does proposed action involve a planning or zoning decision? ☒ Yes ☐ No
If Yes, indicate decision required:
☐ zoning amendment ☐ zoning variance ☐ special use permit ☐ subdivision ☒ site plan
☐ new/revision of master plan ☐ resource management plan ☐ other
2. What is the zoning classification(s) of the site? Airport -1 (AP-1)
3. What is the maximum potential development of the site if developed as permitted by the present zoning?
10.6 acres
4. What is the proposed zoning of the site? N.A.
5. What is the maximum potential development of the site if developed as permitted by the proposed zoning? N.A.
6. Is the proposed action consistent with the recommended uses in adopted local land use plans? ☒ Yes ☐ No
7. What are the predominant land uses and zoning classifications within one-quarter mile?
Administration Buildings (Vacant), Army Housing Units (Vacant), Chapel (vacant)
8. Is the proposed action compatible with adjoining/surrounding land uses within a quarter mile? ☒ Yes ☐ No
9. If the proposed action is a subdivision of land, how many lots are proposed? N.A.
What is the minimum lot size proposed? N.A.
10. Will proposed action require any authorization(s) for the formation of sewer or water districts? ☐ Yes ☒ No
11. Will proposed action create a demand for any community provided services (recreation, education, police, fire protection)? ☒ Yes ☐ No
a. If Yes, is existing capacity sufficient to handle projected demand? ☒ Yes ☐ No
12. Will proposed action result in the generation of traffic significantly above present levels? ☒ Yes ☐ No

D. INFORMATION DETAILS

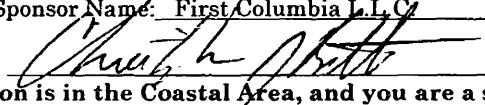
Attach any additional information as may be needed to clarify your project. If there are or may be any adverse impacts associated with your proposal, please discuss such impacts and the measures which you propose to mitigate or avoid them.

E. VERIFICATION

I certify that the information provided here is true to the best of my knowledge.

Applicant/Sponsor Name: First Columbia L.L.C.

Date: June 20, 2000

Signature: 

Title: Project Manager

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment.

X:\STANDARD\EnviroPlan\SEQR\Eafpart1.doc

FIRST COLUMBIA SITE PLAN (00-201) - PARCEL "E"

MR. PETRO: Concept plan for Stewart Airport. Keep in mind, gentlemen, these are concept plans that we're giving final approval to, as the singular buildings, when they get tenants or they want to move forward with one of the buildings, we're going to then review it again per building. So, this is a concept plan for the entire Parcel E. Also tonight, Mark, you're going to discuss some of the SEQRA process we're going to be doing after this parcel.

MR. EDSALL: Yes, as part of the action on this particular application, we do need to close out SEQRA and I have some information I'd like to propose.

MR. PETRO: Do that now.

MR. EDSALL: Why don't you review and let's get to the point where you believe that that's appropriate.

MR. SPERRY: We're open, we got Mark's comments and we certainly concur with all of the information here and want to make sure the things are properly on the plans, we're open for any final questions you might have. There's no changes from the presentation last time.

MR. PETRO: One of the reasons we're back is because the lead coordination letter hadn't expired with the 30 days. Now it has, we can move forward with the final approval concept plan.

MR. SPERRY: The only issue of perhaps the fire lane question came up prior to in between the last meeting and we have in fact provided in the main drag the requested 30 feet and we agreed that at a site-by-site basis, individual site plans come in, we actually, if the firm footprint of the building itself, we'll ensure that we have proper fire access around the structure including any fire lanes.

MR. PETRO: With that, we had fire approval on 7/25/2000 subject to the changes that we've just gone over and highway approval on 7/26/2000.

MR. EDSALL: Just on the issue of the fire lanes, Bob acknowledges that he can easily review the 30 foot requirement when the individual plans comes in but what he was also concerned about is that the plans specifically show a different dimension so the plan that's final stamped should have the 25 foot dimension just changed to 30 so we don't miss, have any one misunderstand that you have approved 25.

MR. LANDER: Mr. Edsall, we have here that off-site drainage facilities to be replaced and upgraded by developer, can you just expand on that a little further?

MR. EDSALL: The applicant at our request is in the process now of looking at an area-wide drainage evaluation. That evaluation will be the basis for looking at the total area, not just this parcel, but all the parcels adjoining it to determine if the main trunk lines have adequate capacity and all the branch lines. That study encompasses a much greater area than Parcel E. What I'm saying here is once that's complete and construction actually starts through the area, they need to have the drainage pipes of the same or adequate size from the study to serve this parcel so we don't know the sizes yet, otherwise, we can identify them, but I'm sure by the time the first new plan comes in on any of the individual sites here that will all be resolved and we'll have a kind of a drainage master plan done.

MR. SPERRY: If I can add to that, too, we're currently working, we're reviewing the proposal with DOT, predominantly drainage for this parcel will be along International Boulevard and we want to be sure that the sizing they are proposing meets their criteria as well as ours so that's going to be part of it.

MR. ARGENIO: As well as the Town's.

MR. SPERRY: Exactly, yes, servicing the Town's needs as well as the--

MR. PETRO: Motion for lead agency?

MR. BRESNAN: So moved.

MR. ARGENIO: Second it.

MR. PETRO: Motion has been made and seconded that the New Windsor Planning Board declare itself lead agency for the First Columbia site plan Parcel E. Is there any further discussion from the board members? If not, roll call.

ROLL CALL

MR. ARGENIO	AYE
MR. BRESNAN	AYE
MR. LANDER	AYE
MR. PETRO	AYE

MR. PETRO: As far as doing negative dec, Mark, how are we going to handle this particular one?

MR. EDSALL: I think it's appropriate if you look at it now because the only reason you didn't look to move forward last meeting was because the time clock had not expired. Now it has and if it's acceptable, I will read in some text for a proposed negative dec.

MR. PETRO: Sure.

MR. EDSALL: It states "In considering First Columbia's application for Conceptual Approval of Parcel E, the Planning Board has considered the requirements of 6 NYCRR 617.3(g)(1) that set forth a policy against segmented review of the parts of an action and hereby finds that approval of the Parcel E Site plan is not "segmentation" as defined in SEQR. Specifically, the Planning Board has reviewed the information provided by the applicant concerning potential traffic, storm water, noise, aesthetic, and neighborhood impacts, and has determined that the proposed site plan sets forth a comprehensive scheme for mitigation of potentially significant adverse impacts upon full development of Parcel E. During review of each proposed element of Parcel E the Planning Board will compare and consider the discreet site plans against the mitigation measures and elements of the overall plan for

development of Parcel E to assure consistency. Based on the aforementioned facts and the information contained in the Planning Board records, the Town of New Windsor Planning Board hereby determines that the project will not result in any large and important impacts and therefore, is one which will not have a significant impact on the environment, therefore a negative declaration is hereby resolved."

MR. KRIEGER: Mr. Chairman, I would like to have if it's the pleasure of the board, I'd like to have language added to that the applicant's agreement to Comment 2A, the Planning Board's negative declaration specifically conditioned on the addition of those items mentioned by Mark on their applicant's agreement to comply with 2A.

MR. PETRO: 2A is development plan approval should be subject to the requirement that off-site drainage facilities be replaced, upgraded by the developer consistent with the area-wide drainage study approved proved by the Town, necessary drainage improvements shall be complete and consistent with the sequence schedule acceptable to the Town. Is that the one you're talking about?

MR. KRIEGER: Yes. Any negative dec is specifically conditioned on the applicant's agreement to comply with 2A.

MR. PETRO: Obviously, the applicant agrees to comply with 2A?

MR. SPERRY: Absolutely.

MR. EDSALL: We're not declaring a conditioned negative dec, we're just saying that the negative dec is based on that premise, cause a conditioned negative dec is a totally different animal.

MR. PETRO: Motion to accept the negative dec resolution, as written, as read in by Mr. Edsall.

MR. BRESNAN: So moved.

MR. ARGENIO: Second it.

MR. PETRO: Motion has been made and seconded. Is there any further discussion from the board members? If not, roll call.

ROLL CALL

MR. ARGENIO	AYE
MR. BRESNAN	AYE
MR. LANDER	AYE
MR. PETRO	AYE

MR. PETRO: Gentlemen, is there any changes or additions or anything else you want to discuss with the Parcel E plan and Mark, do you also have anything else?

MR. EDSALL: I suggest that you grant a conditional final approval subject to comments under number 2 on my memo to the board.

MR. PETRO: I will poll the board. Anything else?

MR. ARGENIO: No.

MR. BRESNAN: No.

MR. LANDER: No.

MR. PETRO: No, so, with that, I'll entertain a motion to grant final approval for the First Columbia site plan Parcel E on the development plan subject to Mark's comments of 2A, B and C.

MR. LANDER: So moved.

MR. ARGENIO: Second it.

MR. PETRO: Motion has been made and seconded that the New Windsor Planning Board grant final approval to the First Columbia site plan Parcel E development plan. Is there any further discussion from the board members? That's with the subject to that was written in. Roll call.

ROLL CALL

MR. ARGENIO	AYE
MR. BRESNAN	AYE
MR. LANDER	AYE
MR. PETRO	AYE

MR. EDSALL: Another item is that the plan you just approved slightly modified the parking layout of the building known as the headquarters building which was application 00-200 and the reason for that is that the original application that came in was done prior to the applicant's ability to look at the entire parcel as they've done with this application, resultant to that they now have a new and improved layout immediately adjoining the headquarters building as it's known. So I would suggest that the board adopt a resolution accepting the change relative to application 00-200 and direct the applicant to submit a new plan, a conforming plan and that can be reviewed and then authorize the Chairman just to stamp that and make that the record copy.

MR. PETRO: What we need is a motion to accept the plan showing the new parking layout for the office building which would be known as the headquarters building. Is that correct, the old headquarters building as shown which is on, it would be plan 00-200 and once that we have a plan submitted we're going to have a different plan than this?

MR. EDSALL: Yes.

MR. PETRO: What's wrong with this plan as shown?

MR. EDSALL: File 00-200 has the complete site plan for that small site.

MR. BABCOCK: Put it in the file.

MR. EDSALL: So that file won't conflict with this one.

MR. PETRO: I'll stamp and sign that.

MR. EDSALL: And we'll discard the other one.

MR. PETRO: Motion to this effect.

MR. BRESNAN: So moved.

MR. ARGENIO: Second it.

MR. PETRO: Motion has been made and seconded that the New Windsor Planning Board accept the new layout plan with the better parking for the office building 30,000 square foot old headquarters building, once that plan is prepared, put in the office with 00-200 other plans so we have it on file and that's it. Is there any further discussion from the board members? If not, roll.

ROLL CALL

MR. ARGENIO	AYE
MR. BRESNAN	AYE
MR. LANDER	AYE
MR. PETRO	AYE



McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

RICHARD D. McGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.
JAMES M. FARR, P.E.

Licensed in NEW YORK, NEW JERSEY
and PENNSYLVANIA

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TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS

PROJECT NAME: FIRST COLUMBIA SITE PLAN
(PARCEL 'E' DEVELOPMENT PLAN)
(A/K/A NEW YORK INTERNATIONAL PLAZA)

PROJECT LOCATION: STEWART INTERNATIONAL AIRPORT
INTERNATIONAL BLVD, WORLD TRADE WAY
SECTION 3 – BLOCK 1 – LOT 47

PROJECT NUMBER: 00-201

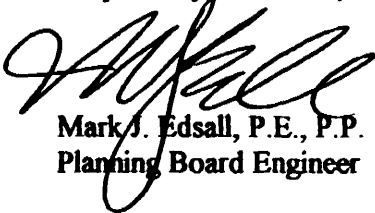
DATE: 23 AUGUST 2000

DESCRIPTION: THIS APPLICATION IS FOR THE OVERALL
CONCEPT DEVELOPMENT PLAN FOR PARCEL 'E'
AT STEWART AIRPORT. THE APPLICATION IS
BEFORE THE BOARD FOR A PUBLIC HEARING AT
THIS MEETING.

1. This property is located in the Airport-1 (AP-1) Zoning District of the Town, and the development plan appears consistent with the zoning requirements.
2. I have reviewed the file and note that all previous comments have been addressed, although the following conditions should be included with any final approval:
 - a. The development plan approval should be subject to the requirement that off-site drainage facilities be replaced and upgraded by the developer, consistent with the area wide drainage study approved by the Town. Necessary drainage improvements shall be completed consistent with the sequence/schedule acceptable to the Town.
 - b. The developer shall obtain necessary sewer main extension approvals as part of the individual site plan applications.
 - c. The developer shall obtain any necessary airport authority approvals as part of the individual site plan applications.

- d. The final plan submitted for stamp of approval should depict the required 30-foot fire lanes, per the Fire Inspector's comments.
3. Relative to SEQRA, the Board previously agreed this is a Type I action. The applicant previously submitted a Full EAF with project narrative. A lead agency coordination letter was circulated on July 12th. At the last Board meeting, the mandatory 30-day period had not yet elapsed. At this time, the 30 days are expired and the Board can formally assume the Lead Agency position and consider a Determination of Significance. This should be accomplished prior to any conditional approval.

Respectfully Submitted,



Mark J. Edsall, P.E., P.P.
Planning Board Engineer

MJE/mt
NW00-201-23 Aug00.doc

RESULTS OF P.B. MEETING OF: August 23, 2000

PROJECT: Parcel "E"

P.B.# 00-201

LEAD AGENCY:

1. AUTHORIZE COORD LETTER: Y__ N__

2. TAKE LEAD AGENCY: Y ☒ N__

M) B S) A VOTE: A 4 N 0

CARRIED: YES ☒ NO__

NEGATIVE DEC:

M) B S) A VOTE: A 4 N 0

CARRIED: YES ☒ NO__

* Mark read Neg. Dec
Wording (see minutes)

WAIVE PUBLIC HEARING: M)__ S)__ VOTE: A__ N__ WAIVED: Y__ N__

SCHEDULE P.H. Y__ N__

SEND TO O.C. PLANNING: Y__

SEND TO DEPT. OF TRANSPORTATION: Y__

REFER TO Z.B.A.: M)__ S)__ VOTE: A__ N__

RETURN TO WORK SHOP: YES__ NO__

APPROVAL:

M) ~~A~~ S)__ VOTE: A__ N__ APPROVED: _____

M) A S) A VOTE: A 4 N 0 APPROVED CONDITIONALLY: 8-23-00

NEED NEW PLANS: Y__ N__

DISCUSSION/APPROVAL CONDITIONS:

Final plan needs to read 30' fire lanes

Subject to Mark's Comment #2 of 8/23/2000 *Comma*

* To accept plan change for 00-200

@ B @ S A says Okay

Town of New Windsor
555 Union Avenue
New Windsor, NY 12553
(914) 563-4611

RECEIPT

#721-2000

09/20/2000

First Columbia Lic *approval fee #00-201*

Received \$ 100.00 for Planning Board Fees, on 09/20/2000. Thank you for stopping by the Town Clerk's office.

As always, it is our pleasure to serve you.

Dorothy H. Hansen
Town Clerk

Neg Dec Resolution First Columbia

~~Additional Findings~~

In considering First Columbia's application for Conceptual Approval of Parcel E, The Planning Board has considered the requirements of 6 NYCRR 617.3(g)(1) that set forth a policy against segmented review of the parts of an action and hereby finds that approval of the Parcel E Site Plan is not "segmentation" as defined in SEQR. Specifically, The Planning Board has reviewed the information provided by the applicant concerning potential traffic, storm water, noise, aesthetic, and neighborhood impacts, and has determined that the proposed site plan sets forth a comprehensive scheme for mitigation of potentially significant adverse impacts upon full development of Parcel E.

During review of each proposed element of Parcel E the Planning Board will compare and consider the discreet site plans against the mitigation measures and elements of the overall plan for development of Parcel E to assure consistency. Based on the aforementioned facts and the information contained in the Planning Board records, the Town of New Windsor hereby determines that the project will not result in any large and important impacts, and, therefore, is one which will not have a significant impact on the environment, therefore a negative declaration is hereby ~~and~~ resolved.

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 08/23/2000

PAGE: 1

LISTING OF PLANNING BOARD AGENCY APPROVALS

FOR PROJECT NUMBER: 0-201

NAME: NEW YORK INTERNATIONAL PLAZA - PARCEL E
APPLICANT: FIRST COLUMBIA, LLC.

	DATE-SENT	AGENCY-----	DATE-RECD	RESPONSE-----
REV1	07/14/2000	MUNICIPAL HIGHWAY	07/26/2000	APPROVED
REV1	07/14/2000	MUNICIPAL WATER	07/26/2000	APPROVED
REV1	07/14/2000	MUNICIPAL SEWER	07/27/2000	APPROVED
REV1	07/14/2000	MUNICIPAL FIRE	07/25/2000	APPROVED
		. MY ONLY CONCERN, AS DISCUSSED WITH MT. TIM O'BRIEN OF BL		
		. COMPANIES, IS THE REQUIRED 30 FOOT FIRE LANES, ESPECIALLY AT		
		. THE FRONT OF THE TWO HOTELS. IT IS MY UNDERSTANDING THAT		
		. THIS WILL BE ADDRESSED AS THE INDIVIDUAL SITE PLANS ARE		
		. PRESENTED TO THE PLANNING BOARD.		
		. 08-18-2000 ON 18 AUGUST, I RECEIVED A TELEPHONE CALL FROM		
		. JAMES SPERRY WHOSE COMPANY PREPARED THE PLAN. MR. SPERRY		
		. ASSURED ME THAT DURING THE INDIVIDUAL SITE PLANS FOR EACH OF		
		. THE PROPOSED STRUCTURES, THAT THE FIRE LANE ISSUES WILL BE		
		. ADDRESSED ON EACH STRUCTURE.		
		. I DO NOT BELIEVE THAT THE CONCEPTUAL PLAN SHOULD BE HELD UP		
		. DUE TO THIS REQUIREMENT - THIS PLAN IS APPROVED.		
REV1	07/14/2000	NYS DOT	/ /	
ORIG	06/23/2000	MUNICIPAL HIGHWAY	07/10/2000	APPROVED
ORIG	06/23/2000	MUNICIPAL WATER	07/03/2000	APPROVED
ORIG	06/23/2000	MUNICIPAL SEWER	07/14/2000	SUPERSEDED BY REV1
ORIG	06/23/2000	MUNICIPAL FIRE	06/28/2000	APPROVED
ORIG	06/23/2000	NYS DOT	07/14/2000	SUPERSEDED BY REV1

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 08/23/2000

PAGE: 1

LISTING OF PLANNING BOARD ACTIONS

STAGE:

STATUS [Open, Withd]
O [Disap, Appr]

FOR PROJECT NUMBER: 0-201

NAME: NEW YORK INTERNATIONAL PLAZA - PARCEL E
APPLICANT: FIRST COLUMBIA, LLC.

--DATE--	MEETING-PURPOSE-----	ACTION-TAKEN-----
06/28/2000	P.B. APPEARANCE	LA: SCHED PH
06/21/2000	WORK SESSION APPEARANCE	SUBMIT APPLICATION
06/14/2000	P.B. APPEARANCE	PRESUBMISSION TALK
06/07/2000	WORK SESSION APPEARANCE	SET PRESUBMISSION

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 08/23/2000

PAGE: 1

LISTING OF PLANNING BOARD SEQRA ACTIONS

FOR PROJECT NUMBER: 0-201

NAME: NEW YORK INTERNATIONAL PLAZA - PARCEL E
APPLICANT: FIRST COLUMBIA, LLC.

	DATE-SENT	ACTION-----	DATE-RECD	RESPONSE-----
ORIG	06/23/2000	EAF SUBMITTED	06/23/2000	WITH APPLICAT
ORIG	06/23/2000	CIRCULATE TO INVOLVED AGENCIES	/ /	
ORIG	06/23/2000	LEAD AGENCY DECLARED	06/28/2000	TOOK LA
ORIG	06/23/2000	DECLARATION (POS/NEG)	/ /	
ORIG	06/23/2000	SCHEDULE PUBLIC HEARING	06/28/2000	SCHED PH
ORIG	06/23/2000	PUBLIC HEARING HELD	/ /	
ORIG	06/23/2000	WAIVE PUBLIC HEARING	/ /	
ORIG	06/23/2000	AGRICULTURAL NOTICES	/ /	

PUBLIC HEARINGS:FIRST COLUMBIA SITE PLAN PARCEL "E" (00-201)

Mr. James Sperry and Mr. Chris Bette appeared before the board for this proposal.

MR. PETRO: Concept plan Parcel E Stewart Airport. This is a public hearing, if anyone is here to speak on behalf, we're going to review it first.

MR. SPERRY: I think we have addressed the engineering comments. I will certainly open it up to Mark for any additional comments he might have. Generally, Parcel E, a little bit of reconfiguration, location of the building so we have a better distribution of parking, for example, we're shifting the hotel down further so we have a shared parking relationship between the two proposed hotels, shifting the rest of it down a bit further. And then the other comment relative to the parking for the proposed flight training center indicating a lower section is for employee parking, in-the service area, the upper area being for students and guests will be accessible and the upper level of the structure. That's it. I think the other comments relative to utilities and so forth we have addressed, I won't review them but--

MR. PETRO: Mark, why don't we go to you first, I guess most of the comments have been tended to. We have a few here that you might want to go over with us.

MR. EDSALL: Comment 1 just noting again that the property is in the AP1 Zone and they have corrected the bulk table as requested. Comment 2 is just what Jim was just indicating that they have worked on the parking, the parking calculations have been revised and are acceptable. They have now taken into account some possible meeting rooms and restaurants that could occur in the one or both of the hotels. As far as parking distribution, I concur with Jim, they have shifted things around, they have done a very good job in getting a relationship between the demand of the parking and the available spaces so my concern that it was imbalanced is now gone. Some comments regarding

the site plan and grading utility plan they have fixed up the contours so now I was able to follow what their proposed grading scheme was and I believe that the grading, rough grading as they show works just fine. Again, keep in mind that this is an overall development plan for the parcel, we'll get individual site plans that will be much more detailed based on the actual user, but they have demonstrated that they can accomplish the connections between the lots and everything else on this concept plan. Comment 3B just noting that they have rerouted the water main and in a better location and they have increased the main feed line that runs down the new main access drive up to 12 inches which is in accordance with the Town's requirements. 3C just noting that they do have a drainage discharge point now shown and that's at the corner of the site, let's see what location it would be, it would be the northeast corner, so it would be the northeast corner, that's one of my few concerns, but they are, what they are discharging to is a system running down formally C Street, now International Boulevard, looks as if it's a 12 inch piping which increases to 15 ultimately to a 36 inch, I believe they'll need to increase the piping along that run. We have talked about an overall development plan for drainage on the both total airport properties, but I believe we should get an acknowledgement or a commitment this that line will be upsized potentially to, could be a 15 or an 18, I think, I doubt it will be a 24, but someplace in that range, we should get a commitment cause I would say that this project can't be built out without being upsized.

MR. SPERRY: We're currently working on a storm water was master plan looking at the entire project that's going to be part of that, see just where the system may have to be increased, certainly we'll look at that and make a determination that will run concurrent with the first site plan so we have a connection.

MR. PETRO: Okay.

MR. EDSALL: I'd like to see a note on the plan so when you approve it, we'll get a note and we'll work it so that it does trigger the need to upsize that. Go

ahead, Jim.

MR. PETRO: I want to back up. There's five buildings in this particular parcel and we're going to approve, if we get that far, more or less as a concept plan approval for this parcel and later we'll take individual site plans for each building as they come in.

MR. EDSALL: Well, you're going to, the intent is to grant final approval. You're correct that we're calling it a concept development plan because it locks in a layout for development but doesn't nail down individual building footprints. Hotel may have a slightly different footprint, so they'll adjust their site plan accordingly. But we'll be looking for the rough grading to match and we'll be looking for the connections to work, we'll be looking for sewer and water to be in conformance with this plan so it's--

MR. PETRO: More detailed information about each particular building, right?

MR. EDSALL: Right, but this plan that they have submitted does a very good job of locking in compliance with the zoning code and I think it's probably up to a standard of a lot of other site plans that you see come in for final, so it is a good plan.

MR. PETRO: One of the reasons I bring that up is we have highway approval on 7/26, water approval 7/26/2000 and on 7/14/2000 on fire, I'm sorry, 7/25/2000 fire is approved but he does have a concern as discussed with Mr. Tim O'Brien of BL Companies, it's required 20 foot fire lanes, especially at the front of the two hotels, it's my understanding that these will be addressed at the individual site plans when the individual site plans are presented to the planning board and I think what he means by that is what we just discussed.

MR. EDSALL: Just for the record, they do show a 25 foot lane along the front of both buildings. What size do they want?

MR. PETRO: Twenty.

MR. EDSALL: They have room, they'd just have to as part of the final site plan show the restriction on the signs. Want me to move along?

MR. PETRO: Yes.

MR. EDSALL: 3D comment deals with sewer. They have shown a connection into International Boulevard and Aviation Drive, the connections would appear acceptable. The only question would be whether or not when they come in for the individual site plans whether the lines would be considered a sewer main extension. So we'll have to determine that with DEC and it may require that they obtain a sewer main extension approval when they come in for their individual site plan.

MR. PETRO: It's not 20 foot, it's 30 foot fire lane, there was a typo on this front page.

MR. SPERRY: We can still accommodate that.

MR. EDSALL: That's why I asked because I thought his, usual was 30, but looks like they've got room. Comment 4 just noting that I had several comments on the 2 details sheets, DN-1 and DN-2 and they have responded to all those comments and adjusted the plans and I have no objection to them now. Comment 5 which I don't know if there's a response yet, I'm looking for some help from Jim, we had raised the question on the height restrictions and which airport authorities need to be contacted, I don't know if you have contacted anyone, obviously, when you come in for the individual site plans, if there's an objection, we'd find out then, I wanted to see.

MR. SPERRY: Chris is handling that. The request for that has been made, an acknowledgement of that request has come back to Chris, however, knowing how quickly they move, he doesn't have anything that confirms or says anything relative to a height restriction. So as soon as we do have that, we'll supplement what we have.

MR. EDSALL: Obviously, for the record, they are not

asking for specific site plan approvals tonight so there's no real proposed height now anyway so that's something that can get moved on to the individuals. Comment 6 deals with SEQRA, this is, as I understand the regulations, a Type I action, consistent with that, we have received a full EAF with a project narrative as well there was a lead agency coordination letter sent out on July 12, the 30 day period hasn't expired and I don't know whether we have received any responses I think from DEC or--

MR. PETRO: Orange County Department of Planning there are no significant concerns to bring to your attention and that's dated July 18, 2000, signed Peter Garrison, that's the only one, Mark.

MR. EDSALL: You may want to discuss with the attorney at the end of this what actions we could or could not take, given the fact that we have not formally heard from the other agencies, Department of Health and DEC.

MR. PETRO: Andy, the 30 days hasn't elapsed yet so how do we take lead agency so we can go on with this, if we get this far, again, with the final approval as a subject to, is there a possibility of doing that?

MR. KRIEGER: Until the 30 days expires, no, you have to adjourn it for that purpose, so you can't do that tonight till the time 30 days expires.

MR. EDSALL: That being my last comment, I believe then that where we're at is that once we receive a response and you're formally lead agency, you can finish a review of the full EAF and make a determination regarding significance but looks like that's not possible at this time just because of the statutory timing requirements but that's the end of my comments. Obviously, most of them are procedural, probably only two items that need to be done need to be addressed on the plans, the rest of it is in fine shape.

MR. PETRO: This is a public hearing so at this time, I'd like to open it up to the public for any comments that the public may have on this application. There was a notice in the papers, local papers, correct, of

the public hearing?

MS. MASON: Yes.

MR. PETRO: Is there anyone here who would like to speak on behalf of this application? Let the minutes reflect that there's no one in the audience who wishes to speak. Therefore, I will entertain a motion to close the public hearing.

MR. LUCAS: Make the motion.

MR. BRESNAN: Second it.

MR. PETRO: Motion has been made and seconded that the New Windsor Planning Board close the public hearing. Is there any further discussion? If not, roll call.

ROLL CALL

MR. ARGENIO	AYE
MR. BRESNAN	AYE
MR. LUCAS	AYE
MR. LANDER	AYE
MR. PETRO	AYE

MR. PETRO: At this time, I'd like to reopen it up to the board for any further comments that they may have.

MR. LUCAS: Jim, just 911, is this in effect here, road changes and all that, has that been addressed or do you have to address that, would they make application like the other ones? Don't they go with the new names with the roads? Don't we have to notify 911? How does that work with this piece of property?

MR. SPERRY: I would think when we come in with the individual site plan application.

MR. EDSALL: At that point, Mr. Rogers would assign numbers. Normally, he will assign them as part of the site plan approvals, he must of decided to wait until he gets the individual site plans.

MR. SPERRY: We'll make sure we address that at that

time.

MR. LUCAS: It is important. And the other thing I noticed, I didn't see any flag poles, it's not a requirement, but I always request it, if you have the opportunity or whatever, so I'd like to see a flag pole.

MR. SPERRY: I think we can accommodate that.

MR. PETRO: We can't go any further tonight.

MR. SPERRY: When is the clock officially up on the 30 days?

MR. EDSALL: August 7 or August 12.

MR. PETRO: August 12.

MR. SPERRY: Puts us in the position.

MR. PETRO: Well, the 9th meeting is going to be canceled so you won't be ready, so it's going to be the 23rd.

MR. ARGENIO: I had one thing, International Boulevard is a two-lane road, you guys are doing substantial improvements, looks like you're going to turn it into a five lane road, at what point in time do you intend to do that work?

MR. SPERRY: Chris can address that.

MR. BETTE: Currently, New York State DOT is planning a connection from Route 84 to the airport via Drury Lane. As part of that work, they are going to the first phase of that work will be to reconstruct International Boulevard from its two lanes to a two lane in either direction with a raised median. So New York State DOT with a letting this fall will be reconstructing International Boulevard to that current configuration.

MR. ARGENIO: So they are actually going to do the work to their standards?

MR. BETTE: Correct, this will be a state road when the connection to 84 is made.

MR. EDSALL: You'll notice, Mr. Argenio, one of the things that was part of the decision on the concept plan there are no connections from this site out to that road.

MR. ARGENIO: I did notice that.

MR. EDSALL: That was something Mr. Bette brought to our attention, he was attempting to get the grading straightened out, but had no intent on connecting in because of the DOT's restrictions.

MR. LANDER: Question for you, I know we had asked this before, how are we going to service the hotels as far as deliveries, just general service?

MR. SPERRY: Sure. In the preparation of the final site plan, I'm going to use this as an example the way the grades happen to work, if you're familiar with the site, there's a hill along here, significant amount of grade change and we actually looked at possibility of having a service drive that would connect off this road, very limited service when we get a final floor plan for this. Other grades going to be again a determination how the floor plan lays out, where would the ingress egress be and how that's going to be handled, dumpster locations, same thing.

MR. LANDER: My concern is we have 467 spaces that's required and we have 494 now, if you have to start losing spots because of dumpsters and five buildings here.

MR. SPERRY: No, we don't see that, in fact, we actually have a separate sketch, we worked out some of these elements, we have actually worked out at where some dumpsters are going, you're going to see that as part of the plan. Remember too these buildings may do a little bit of this (indicating), so the final parking requirement on this thing may be less when we're done. Good comment though.

July 26, 00

11

MR. PETRO: Anything's else?

MR. LANDER: All your aisle widths are 25 feet?

MR. SPERRY: Yes.

MR. PETRO: We're going to review it again anyway so might as well go on to the next one, fine, thank you.



McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

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TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS

PROJECT NAME: FIRST COLUMBIA SITE PLAN
(PARCEL 'E' DEVELOPMENT PLAN)
(A/K/A NEW YORK INTERNATIONAL PLAZA)

PROJECT LOCATION: STEWART INTERNATIONAL AIRPORT
INTERNATIONAL BLVD, WORLD TRADE WAY
SECTION 3 – BLOCK 1 – LOT 47

PROJECT NUMBER: 00-201

DATE: 26 JULY 2000

DESCRIPTION: THIS APPLICATION IS FOR THE OVERALL
CONCEPT DEVELOPMENT PLAN FOR PARCEL 'E'
AT STEWART AIRPORT. THE APPLICATION IS
BEFORE THE BOARD FOR A PUBLIC HEARING AT
THIS MEETING.


1. This property is located in the Airport-1 (AP-1) Zoning District of the Town. The "required" values for each use classification appear correct, and the applicant has made all the requested corrections to the table.
2. With regard to the parking calculations on the plan, they appear acceptable, and the applicant has adjusted the calculations to consider possible meeting rooms and restaurant uses in the hotels.

With regard to the parking distribution, the applicant has modified the building and parking locations for better parking distribution based on the uses. I believe they have done an excellent job, and no longer have concern with regard to the uses and available parking in the area of the uses.

3. Regarding the site plan and grading/utility plan, I have the following comments:
 - a. The applicant has revised the plan to make it more legible so the contours can be followed. I believe the rough grading plan as depicted is acceptable.
 - b. The water line routing has been revised and the main feed is now 12" dia., as required by Town standards.
 - c. The plan notes a drainage discharge point at the corner of the site. This will presumably connect to the existing system running down International Boulevard (f/k/a C Street), which consists of 12" and 15" piping, ultimately discharging to a 36" pipe along Breunig Road. I believe this development will require a replacement of the piping along International Boulevard. (Also see comments below regarding SEQRA).
 - d. The plan indicates sewer connections to an existing sewer manhole in the area of International Boulevard and Aviation Ave (f/k/a Fourth St.). This would appear acceptable, although it should be noted that sewer main extensions are required to serve the buildings. Approvals for the extensions must be obtained as part of the individual site plan applications.
4. I have performed a follow-up review of the detail sheets (DN-1 and DN-2). The applicant has addressed all my comments with revisions to the details.
5. We previously raised the question as to which airport authorities must be consulted prior to approval (specifically regarding the height of the potential buildings). Perhaps the applicant can update us on this item.
6. Relative to SEQRA, this would appear to be a Type I action. The applicant has submitted a Full EAF with project narrative. A lead agency coordination letter was circulated on July 12th. The mandatory 30-day period has not yet elapsed. As such, unless all agencies have responded, the Planning Board cannot assume the Lead Agency position. Notwithstanding same, I would recommend that the Planning Board accept all environmental and impact related comments as part of this public hearing.

Once the Planning Board is Lead Agency, a review of the Full EAF and attachments must be completed. Information and comments received from the public hearing should be considered. In addition, one potential impact, which must be addressed, is the increase in stormwater runoff and the need for on-site detention and/or improvements to the drainage system downstream of the development.

Respectfully Submitted,



Mark J. Edsall, P.E., P.P.
Planning Board Engineer

MJE/st
NW00-201-26Jul00.doc

RESULTS OF PUBLIC MEETING OF: July 26, 2000

PROJECT: First Columbia - Parcel "E" P.B.# 00-201

LEAD AGENCY:

1. AUTHORIZE COORD LETTER: Y__ N__
2. TAKE LEAD AGENCY: Y__ N__

M)___ S)___ VOTE: A__ N__
CARRIED: YES__ NO__

NEGATIVE DEC:

M)___ S)___ VOTE: A__ N__
CARRIED: YES__ NO__

Close WAIVE PUBLIC HEARING: M)___ S)___ VOTE: A__ N__ Close WAIVED: Y ☒ N__

SCHEDULE P.H. Y__ N__

SEND TO O.C. PLANNING: Y__

SEND TO DEPT. OF TRANSPORTATION: Y__

REFER TO Z.B.A.: M)___ S)___ VOTE: A__ N__

RETURN TO WORK SHOP: YES__ NO__

APPROVAL:

M)___ S)___ VOTE: A__ N__ APPROVED: _____

M)___ S)___ VOTE: A__ N__ APPROVED CONDITIONALLY: _____

NEED NEW PLANS: Y__ N__

DISCUSSION/APPROVAL CONDITIONS:

<u>Note on plan re: Upsize of Drain size</u>
<u>Need 30' fire lanes to bldgs.</u>
<u>No Public Present</u>
<u>Add flag pole</u>

FIRST COLUMBIA SITE PLAN PARCEL "E" (00-201)

Mr. Jim Sperry and Mr. Chris Bette appeared before the board for this proposal.

MR. PETRO: The development plan for this parcel is, plan has been reviewed on a concept basis only, which we did last meeting, I believe.

MR. SPERRY: Thank you, Jim Sperry with BL Companies. You know Chris Bette and Tim O'Brien is along for technical questions that you might have tonight. Essentially, since we made the application, the Town engineer's had an opportunity now to review it in a little more detail, we wanted to remember what we're going toward tonight, what we're looking for is conceptual in nature, all right, and with the understanding that the individual site plans as they are developed and will be an amendment to the approval when we reach that point, therefore, some of the detail, for example, connections to parking areas, detail of the buildings themselves will be brought in on an individual site plan basis and with that in mind, just with a quick review on the comments, I'm not going to go through all them, we generally agree with comments that have been provided. I would ask for clarification on question number 2, comment number 2 on the parking requirement, however, this is going to refer to both of them as the revised AP1 Zoning District, I believe that the requirement there is one per 200 which we have put on here and not one per 150 so we want to get a clarification on that.

MR. PETRO: Jim, there's a lot of comments here so--

MR. EDSALL: What you did was you got it saying under office one per 150 but then you take the 30,000 and divide it by 200.

MR. SPERRY: We'll correct it.

MR. PETRO: We want to stay with planning board, something that you can handle with Mark, I know it's all planning board issues with Mark later or Phil, you know, some of these, I don't want to be here forever

and there's a lot here that you can just--

MR. SPERRY: We can do that, we can work with him to resolve it, I think the only other issue perhaps of any substance was the question regarding utilities, just a little bit more clarification on the utilities connections, as we go along need clarification on grading which we certainly understand we'll finalize that.

MR. EDSALL: Mr. Chairman, probably the most significant issue that I ran into and I think maybe we should just talk about the layout of the overall parcel is the parking distribution. One of the things that I do in including on such sites as Big V is look at the parking demand of each component on the larger area and look to see if the parking spaces are generally distributed where the demand is going to be and in this particular case, you've got two hotels, the office building, the restaurant and the flight training center. The problem I ran into is when I looked at what was provided as compared to what's the calculated demand based on the code, there seems to be an excess of parking between the restaurant and the flight training center where there's a greater demand down in the area of the hotels, the reason being is that the additional spaces for the hotels are on the premises, that there are going to be conference rooms and restaurants potentially but as it stands, there's not enough parking on that end of the parcel, should those facilities be put into the hotels, we're ending up with an excess may be needed for unusual cases at the flight training center, but generally, there's an excess between the restaurant and the flight training center the only way that I thought that it could be resolved was to slide however possible the 110 room hotel and the restaurant to the right on the paper which is basically to the east or just have it explained to us how these guys think it's gonna work but there seems to be an imbalance of quite a number of spaces.

MR. PETRO: Definitely in your best interest to make it work so you want to meet the code, you've got to make it work. The problem we run into is the flight center when you review the code based on students, based on

square footage, you run into a little bit of how much should be there, we agree with you, Mark, and we have already talked about sliding the middle hotel down with the restaurant and take the parking out of the flight training and put it on to the parking lot of the first hotel.

MR. EDSALL: Between the two hotels, that would be shared, again, I'm not trying to upset the apple cart, I know they've got a balance in their grading but again, I think my intent was to bring it up so they could do what was possible, try to get the balance closer to what would be desired and work from there.

MR. BETTE: That may solve two problems, we've got a grading issue out there and that may help soften the grades putting more space on that end of the parcel.

MR. EDSALL: Other than that--

MR. PETRO: I always go back to New Windsor, Fritz Katz's place here and he certainly met all the required parking all behind his shopping center, there's never a car there and you can't park in the front, so even though he met our requirements, just doesn't--

MR. CROTTY: Quickly show me what the buildings are again, I know that place like the back of my hand.

MR. SPERRY: Point of reference the headquarter building which is the only existing structure at this end, one other, the small chapel building located are here to be removed, flight training center is the one under discussion now, proposed restaurant, one of the hotels, second hotel.

MR. CROTTY: Now, International Boulevard is the green?

MR. PETRO: The white.

MR. CROTTY: So the hotel is on this side of International Boulevard and--

MR. BETTE: This would be 4th street, this is 6th Street, this is the airport up here.

MR. CROTTY: Where is your office?

MR. BETTE: Our office is up here in this corner.

MR. CROTTY: Where is the Five Star Inn?

MR. BETTE: Right here, we have an overall map for you someplace with the--

MR. PETRO: There's no access off the Boulevard?

MR. ARGENIO: Can I see that, please?

MR. CROTTY: Can't we bash the DOT around a little bit as far as curb cuts?

MR. BETTE: We concur with Mr. Gordon on the curb cuts and limiting them on that road and just maintaining the existing roads with the exception of 5th Street, we agreed to eliminate that one that comes up.

MR. PETRO: You're happy with that, the results of that?

MR. BETTE: Yes.

MR. PETRO: Not be able to get to the hotel from the main road?

MR. BETTE: Yes, there's a grade differential that makes it almost impractical.

MR. PETRO: Talk about number 8 just for a minute if you get a chance.

MR. EDSALL: Number 8.

MR. PETRO: On your list, who do we send out notices to?

MR. LUCAS: I'd like to see who would show up.

MR. EDSALL: Off the record.

(Discussion was held off the record)

MR. EDSALL: I think, Mr. Chairman, that your question about the public hearing is a procedural issue. I think you should discuss it but you're correct that there are really no adjoining property owners, other than the Town of New Windsor and the developer.

MR. CROTTY: City of New York with the aqueduct, Army Reserves.

MR. EDSALL: But they are not adjoining property owners, Phil, this parcel has as adjoiners the Town of New Windsor only so we'd notify ourselves and I think we know what's going to happen.

MR. PETRO: Okay, well, we don't have to do that tonight, I'm just curious as to, normally, for a project of this size, you'd have the public hearing but this is different in a lot of aspects.

MR. LUCAS: Just for future though, Jim, after it keeps being developed, you're still only notifying the tenants.

MR. BABCOCK: Also with that you wouldn't notify the tenant, you'd notify a property owner.

MR. PETRO: Still only be the tenants.

MR. EDSALL: Your only possible reason for having a public hearing if you believe for some unusual reason that the general public sees the notice, thought it was interesting and would come in.

MR. KRIEGER: That's a point that's well taken, you may have for instance representatives of the press who want to look at it.

MR. LUCAS: Also because it's the Town of New Windsor property the citizens would have the right, wouldn't they?

MR. EDSALL: They are part of the Town which as you're aware at the public hearing you get comments not just

from the neighbors, you get comments from the general public.

MR. KRIEGER: That's the reason for publishing it in the newspaper.

MR. EDSALL: Exactly.

MR. KRIEGER: I should think in this place a public hearing is a heavy informal component.

MR. ARGENIO: I think that while this is a unique situation and I have discussed this with, I don't know if I discussed it with you or maybe Mr. Lander, I think it's necessary that they be notified. I don't think it's going to adversely impact the people in front of this board right now, but I think it's a necessary thing, this is a big deal and anybody who thinks it's not, I would strongly disagree with.

MR. EDSALL: From an efficiency standpoint, the time to have the public hearing would appear to be the development plan, as you have before you at that point if you have minimal comments then when you have the individual site plan submittals, you would have basis then to consider waiving the public hearing for the individual and they could effectively get their best bang out of a public hearing, they'd cover six buildings or five building with one public hearing.

MR. KRIEGER: Certainly would have been easier public hearing to conduct because you wouldn't have to keep eliminating persons who may not understand the reason that they're being limited and for informational purposes, it probably gives the applicant an opportunity to make a more complete showing.

MR. PETRO: Okay, we'll have a public hearing. What else would you like to get from the board?

MR. SPERRY: We're open for any questions on Parcel E right now and we'll go back and address the answer, any questions?

MR. CROTTY: Are those two hotels the same kind of

hotels the same size?

MR. BETTE: Limited service, they differ in size, one is proposed at 88 rooms other proposed at 110 rooms, those are sized to what we have seen from different hotel franchises as their standard prototype. Again, we don't have anybody committed to those, we're just at this point in time making that site essentially shovel ready for how many would like to sign onto them again.

MR. PETRO: If you can help me a feel for the size of those hotels, do you know how big say the Ramada Inn in Newburgh is or how many units the Holiday Inn is so I can have something to compare it too?

MR. BETTE: I didn't personally.

MR. PETRO: Marriott Courtyard?

MR. BETTE: I don't know the rooms in those facilities.

MR. PETRO: Note number 3, you have number of 80,000 feet and 85,000 feet to one of the buildings.

MR. EDSALL: That's the next application.

MR. PETRO: Well, I'm moving right along.

MR. CROTTY: How tall are the hotel buildings, these aren't the five, six?

MR. BETTE: No, these are three, two or three story they are actually the first floor is going to be below grade on the parking lot side and at grade on the International Boulevard side.

MR. SPERRY: If you get an opportunity to look at the drive along International Boulevard, you'll see the substantial grade change and the intent is that you're going to access on grade in the upper level from this side and then the rest is going to be down into the slope built into the slope so there would be pedestrian access.

MR. PETRO: Chris, you're ready, you want to keep

moving with this, I don't want to put you off till next meeting to come back with all these changes and then schedule a public hearing, shall we schedule the public hearing?

MR. LUCAS: Yes.

MR. PETRO: Motion to schedule a public hearing?

MR. LUCAS: So moved.

MR. ARGENIO: Second it.

MR. PETRO: Motion's been made and seconded that the New Windsor Planning Board--did we take lead agency?

MR. EDSALL: I have a comment here that we should discuss if there are any other involved agencies, I don't know that there are any since all the accesses appear to be from town roads, any sewer and water approvals would come from the Town but I just wasn't sure.

MR. LUCAS: Because of the height this maybe FAA have anything to do with it?

MR. SPERRY: One of the comments we need to go back and see if there are any height requirements or height concerns that would be there, my guess they are going to come back no because the way they are going to be built on the slope.

MR. EDSALL: It might be alignment to the runway.

MR. ARGENIO: You're not near the glide path.

MR. PETRO: There's a map that has the dotted line, glide path, those have the requirements on it for sure but it's not where this is.

MR. EDSALL: I put it in as a comment because I thought we should make sure we cover that now.

MR. PETRO: They would not be lead agency anyway so I still think that we can take lead agency first so

let's.

MR. LUCAS: Withdrawn my motion for public hearing and I will take a motion to--

MR. PETRO: Motion to declare lead agency.

MR. LUCAS: I'll make that motion.

MR. ARGENIO: Second it.

MR. PETRO: Motion has been made and seconded that the New Windsor Planning Board declare itself lead agency for the First Columbia site plan Parcel E development plan. Is there any further discussion from the board members, if not, roll call.

ROLL CALL

MR. LUCAS	AYE
MR. ARGENIO	AYE
MR. BRESNAN	AYE
MR. PETRO	AYE

MR. PETRO: Entertain a motion to have a public hearing.

MR. LUCAS: So moved.

MR. ARGENIO: Second it.

MR. PETRO: Motion has been made and seconded that the New Windsor Planning Board have a public hearing for the First Columbia site plan Parcel E development plan. Is there any further discussion? If not, roll call.

ROLL CALL

MR. LUCAS	AYE
MR. ARGENIO	AYE
MR. BRESNAN	AYE
MR. PETRO	AYE

MR. EDSALL: We have to remind the applicant for that public hearing it's going to be both a site plan review

and a SEQRA review, so we need to make sure that all the SEQRA information is in and complete relative to the drainage and all, so we do have a lot of information from you. We'll continue our review, if we need anything, we'll get back to them, but you want to make sure we cover SEQRA very carefully to get that taken care of as part of the parcel plan.

MR. PETRO: Jim, also, there's a lot of comments, almost three pages of comments, I'd like to see 75 percent of them be gone, you can do that with conversation with Mark and Phil.

MR. SPERRY: We'll address them all, okay.

MR. PETRO: Before the public hearing, this way not so much to go over.

MR. PETRO: Myra makes a good point when we advertise our public hearing, it's very small one and a half inch by so long notice of public hearing being that's the only way the public is going to know but that's the only way they ever know though.

MR. KRIEGER: That's the point.

MR. PETRO: They do get a letter, this is only the ad, should we make a bigger ad, block ad?

MR. KRIEGER: You don't have to, you're not required to do anything but send the original notice, whether you send--

MR. PETRO: We're not required to have the public hearing so being we're doing it, should we make our best effort to notify the public?

MR. KRIEGER: I'm trying to, my answer what you have to do if you should elect to do it as a board that you, to have a larger ad or an informal ad that you can do but you don't have to.

MR. CROTTY: It doesn't even have to be in the classified section, you can just take an ad in the, on page 3 saying that there will be a public hearing, you

have to do the legal ad first or at the same time you can avoid that little bitty ad in the back, but if you want to put an eighth of a page ad someplace and in the context of the magazine, that's fine too.

MR. EDSALL: I'd be real careful because whatever you do, could be considered a precedent so be very careful, consider that the Town Board had a zone change that changed the zoning for the whole area, if anything, you'd put an ad in for that.

MR. ARGENIO: And it was a blip in the legal notice, I fully agree, we have to maintain the same standard.

MR. LUCAS: But I'm sure I'm not speaking for The Sentinel but they're going to put it in, there's going to be an article.

MR. ARGENIO: That's up to them, we can't control it, it's a public forum, they're here.

MR. PETRO: Let's just leave that it way, it's done normally.

MR. EDSALL: We've got two newspapers so we have, we're covered.



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TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS

PROJECT NAME: FIRST COLUMBIA SITE PLAN
(PARCEL 'E' DEVELOPMENT PLAN)
(A/K/A NEW YORK INTERNATIONAL PLAZA)

PROJECT LOCATION: STEWART INTERNATIONAL AIRPORT
INTERNATIONAL BLVD, WORLD TRADE WAY
SECTION 3 – BLOCK 1 – LOT 47

PROJECT NUMBER: 00-201

DATE: 28 JUNE 2000

DESCRIPTION: THIS APPLICATION IS FOR THE OVERALL
CONCEPT DEVELOPMENT PLAN FOR PARCEL 'E'
AT STEWART AIRPORT. THE PLAN HAS BEEN
REVIEWED ON A CONCEPT BASIS ONLY.

1. This property is located in the newly created Airport-1 (AP-1) Zoning District of the Town. Although I have not received the "official" copy of the code update, I have compared the bulk table on drawing SP-1 with my copies of the AP-1 table and the "required" values for each use classification appears correct. The following additions should be made to the table:
 - a. The "Minimum Lot Depth" should be eliminated, as this is not in the New Windsor code.
 - b. "Street Frontage" should be added to the table. All three uses are an "N/A" value.
 - c. The table should note the three uses are classified as 'A6', 'A3', and 'A11' in the Bulk Table, respectively.
 - d. The table indicates, "to be determined" for the building heights. Values should be provided.
2. The plans include a parking information table. It is my understanding that the calculations will be based on the code text revision for Section 48-16 (B) which has been adopted (I also didn't get the "official" copy yet). The calculations on the plan appear acceptable, based on the new text requirements, with the exception of the calculation for the office building, which notes a 1/150 requirement, but performs the calculation based on 1/200.

One item not indicated clearly on the table, but I believe is the intent, is that the table indicates 437 required (minimum) and 482 provided. This accounts for conference rooms and restaurants totaling 135 seats (45 spaces at 1 space per 3 seat). This may be a somewhat low value unless the conference rooms and restaurants are extremely limited. (Note the amount will be decreased once the parking calculation is corrected).

With regard to the parking distribution, I believe same is reasonable with one exception. Based on the "required" calculations, it would appear that too many spaces are provided adjacent to the flight training center, and too few are available on the end toward the hotels. If the restaurant and 110-unit hotel were shifted to the east, additional parking could be established between the two hotels, which would improve the distribution.

There is a "free standing" parking lot adjacent to the flight training center, which is only 12 parking spaces compared to the 69 demand. The balance of the parking spaces must be achieved from the separate (not connected) lot off World Trade Way. Either they should be connected or the uses should be identified for separate uses (i.e. employees vs. guests).

3. Regarding the site plan and grading/utility plan, I have the following comments:
 - a. For the overall site plan, the Board should discuss the need for any sidewalks along the Main Access Drive, to connect the sites.
 - b. The access drive to the "free standing" flight training center parking lot is set back 75' from the intersection. The Highway Superintendent should verify this acceptable.
 - c. The grading plan is difficult to follow in many areas. Drafting must clearly distinguish between contour lines, edge of parking areas, retaining walls, etc.
 - d. In several areas it appears that differing elevation contours are connected or overlap. The final grading plan for this application should correct such situations.
 - e. The parking lot slopes appear to be 5.0% and the main access drive set at 5.3%. I believe these are acceptable.
 - f. The water line is depicted running parallel to the main access drive, in and out of grass median areas and parking spaces. The line should be run in the main access drive parallel to the curb.
 - g. Additional information should be provided regarding the existing utilities and the proposed connections to same.
4. I have performed a preliminary review of the detail sheets (DN-1 and DN-2), and have the following comments:
 - a. Subbase for roadways should be NYSDOT Item #4.
 - b. The Main Access Drive can have 3" base rather than 4".

- c. The concrete curb should be 6"x8"x20" utilizing 4000 psi concrete.
 - d. The typical handicapped accessible space markings do not meet code. All striping and markings should be blue, not white. In addition, each space must have the required parking sign provided.
 - e. Catch Basin castings should be Campbell Pattern 2633. A maximum of two leveling or grade courses of brick or rings are permitted.
 - f. Some details do not appear pertinent to the development plan submitted. Any such details should be deleted.
5. The Board should discuss what additional information is necessary for this application, with the reminder of the process discussed at the last meeting (i.e. This is a conceptual parcel development plan, and individual site specific site plans will be submitted for each use once the tenant is identified).
6. We should verify with the Town Supervisor which airport authorities must be consulted prior to approval. Given the height of the potential buildings, I would expect that some review/approval is necessary.
7. The applicant has submitted a Full EAF with project narrative. Our office is currently reviewing this information. The Planning Board should initiate the SEQRA review process, first discussing whether any other involved agencies exist for the application. If so, a lead agency coordination letter should be prepared.
8. The Planning Board should determine if a Public Hearing would be necessary for this Site Plan, per its discretionary judgment under Para. 48-19.C of the Town Zoning Law.

Respectfully Submitted,



Mark J. Edsall, P.E., P.P.
Planning Board Engineer

MJE/st
NW00-201-28Jun00.doc

PRESUBMISSION:

FIRST COLUMBIA - PARCEL "E" DEVELOPMENT PLAN - TAX MAP
#3-1-47

Mr. Chris Bette and Mr. Jim Sperry appeared before the board for this proposal.

MR. PETRO: Mark, before we get into this with the applicant, do you want to do a quick little--

MR. EDSALL: Attached to each of your packets is a memo that I sent to the Chairman and yourself identifying an issue that was raised at the June 7 workshop, Chris Bette from First Columbia as part of their presentation expressed a need to approve or to receive approvals for the development layouts of the parcels so that he could use that as a tool to work with DOT and to work in marketing and financing improvements to particular parcels. The difficulty was is that not knowing the tenants as part of the parcel development layouts, the footprint really isn't finalized and the layout may vary a little bit and all the details for landscaping, lighting, site drainage or catch basins and so on really aren't known. It kind of puts us in a strange position, they're asking for site plan approval, but you guys won't have all the information you need to give your normal site plan approval. So one of the solutions that we have discussed in concept and it seems to be workable is to have them submit concept parcel development plans which show the layout of let's say there's five buildings on the parcel, it may be five different uses, show all the grading, show access, show that you can get utilities to it, show that it works, the final footprint may not be determined, but, you know, you've got enough parking now, you can get from one site to the next without climbing a 20 percent grade, basic layout, and have them ask for an approval of that concept parcel development plan, that plan would have a note on it that would make it absolutely clear that that plan does not warrant the issuance of a building permit, it merely means that you have approved this layout, that to get a building permit, they have to once the tenant's determined and they again get the landscaping the, lighting, all the details put together

on a larger scale, they'd get another site plan approval for the specific site, a piece of the parcel as it may be because don't forget, these parcels I think the one tonight has five or six buildings on it and effectively, you have done it already because the headquarters building came in as its own application but that's one piece of this parcel. So they're trying to think ahead a little which I think is good planning, I think it's something that kind of unique because of Stewart's situation with being fairly large parcels that will have multiple tenants on a single parcel that must interrelate with each other.

MR. PETRO: How are we going to police it?

MR. EDSALL: It's real simple, everything that's going to come in on a concept development plan, everything is going to come back and when it comes back, you'll be able to compare what they originally told you to what they're telling you now, if it's inconsistent, then they open up the need to reveal, open the whole parcel.

MR. PETRO: And if you give an approval for building number 3 on a parcel and there's four left, how do you show on the plan you're just going to show that building's done?

MR. EDSALL: They may have to update, development the overall parcel plan as the individual site plans are approved so it's going to be a developing thing.

MR. PETRO: That's a lot of work to develop every single plan, you're going to be changing the main plan every time you--

MR. SPERRY: I think that's the answer, yeah.

MR. EDSALL: With CAD, it's easy because they'll be inserting on a smaller scale the same plan they're showing you.

MR. SPERRY: In fact, I'm Jim Sperry, we're working along with Chris and just to jump in if I can, what, cause we worked quite a bit with Mark trying to figure out how do we make this work, first of all, what we'll

call the, an overall conceptual plan, where you go in out and with the main drag that comes in the airport right along here and World Trade Way, all the streets have been renamed, all the new signage goes up, so as you come up to World Trade Way, which is the main spine that comes up the hill, the we're talking about we're calling Parcel E, which we'll get to in a moment is this piece right here, that does have though one structure on it and at this point you're on top of the hill and you have a view all the way across and the other one we're going to talk about Hudson Valley Avenue would be this parcel that would be on the left-hand side as you're coming up the hill, one intersection, again, it's the only unusual intersection where you've got three roads coming together. We plan as we go through the process to create a little bit better map than what this is now that we gave you the detail for each of the applications that have come in so as you go through the process, you can understand how they interrelate to the overall plan that eventually you'll call your master plan that you're running concurrently with this and the Town.

MR. BETTE: Correct.

MR. PETRO: On 1 Hudson Valley Avenue, how do you delineate that parcel, why is that parcel darkened in like that? I don't see anything on that map that shows that.

MR. SPERRY: You haven't seen anything, this is an overall plan we brought in tonight to get you oriented to where these are located.

MR. PETRO: Is that, obviously, some streets, yeah, all the parcels, again, there's nothing here that shows why that parcel would end on the south side.

MR. BETTE: That parcel, Mr. Chairman, is I think referred to as Parcel H in the Town, they have since then given them all tax map numbers, but Parcel H is delineated by I believe this whole area from the reservoir and around, we're proposing to use lease lines to delineate the individual parcels.

MR. PETRO: Lease lines now we're going to actually use a lease line for a setback on a building. Eventually, you're going to put a building on that parcel, so you're going to say where is the south property line, well, it's a line we created by signing a lease for that particular parcel?

MR. SPERRY: Yes.

MR. BETTE: Yes.

MR. SPERRY: Just to add to that--

MR. EDSALL: You don't have to count lease lines for setbacks, we, when you have multiple buildings on a single tax parcel, it's to the outside boundaries of the parcel, then the State Building Code and your good judgment for what's needed for site plan determines how to space the buildings.

MR. PETRO: But he's showing that to us as a parcel.

MR. SPERRY: We're showing it as a development area. Let me correct that. That's a parcel that's an area development, so you can reference where it is on the overall project and I hope this is useful, we like to enhance this as we go along, so you can come back and say let me see that, that's right here and you'll see this will be enhanced as projects will be improved, you're going to see those that have been improved with some degree of detail, so you can reference that as well.

MR. BABCOCK: Jim, we have a map, it's three or four pages that was submitted from the town to divide that all up into the A, B, C, D's and H's and I don't think that they're going by that exactly tonight with that piece or they may be, I'm not sure, I don't have that map, but we can verify that.

MR. EDSALL: And since it was sent to the county, the county doesn't use an ALFA system, they reassign all tax map numbers to it.

MR. PETRO: I think basically what he said just darken

in the area to show us where you're telling me, it doesn't matter anyway because of the south property line or south parcel line, wherever that may be is so far away, doesn't have anything to do with the setbacks.

MR. EDSALL: Besides the two presubmission conferences that you have here tonight, I think the whole concept of how to handle this if it's acceptable and really it's the only way we have come up with so far, we want to see if everybody's happy with it because we're going to have to deal with it and this is in my opinion the best way.

MR. BETTE: I don't believe this is going to be a typical, this particular parcel is going to be a typical site plan for the rest of the development. As you know, Mr. Chairman, we have proposed some hotels there, we don't have a hotel user at this point in time, when we do secure a franchise, they're going to have their prototypical plan that they're going to want to show. At that time, we'd have to update the site plans so this parcel in particular is more speculative in the approval.

MR. PETRO: Yeah and I want you to understand I'm not trying to be arbitrary to Mr. Edsall's idea or whatever came up with this plan because I have a lot of respect for Mr. Edsall's ideas, he's usually a hundred percent pretty sharp, but as a board, we need to understand and comprehend it, not just this one, there's going to be a lot of them, so we need to be able to follow through with it more than one time at least understand it.

MR. SPERRY: One of the key things we really want to try to get through tonight is establish a working relationship so we can understand what level of detail we need to provide and what level detail we really can't provide. We can agree that that's an acceptable way to go forward with an understanding the end product for this application, I'm talking about Parcel E is going to be essentially an engineered conceptual plan if you will that's going to have a certain level of detail so we can see things can work and do work in accordance with the Town Codes. However, the detail,

for example, picking the hotel over here, we're not going to show ingress ingress, sidewalks, we're not going to be detailed and we're not going to say that this parking layout is exactly the way it's going to be.

MR. PETRO: Never show this to anybody and say this is what the Town of New Windsor approved, no sidewalks and no driveways.

MR. SPERRY: With the intent very clearly every one of these things is going to come in here for independent or an amended site plan approval, this is going to be a detailed plan because even in the scale of the application, this is a scale we'll work with for this application.

MR. EDSALL: Just so that it's clear again, I have made a note, maybe this note will help make it clear if they got a stamp of approval on a plan of this, let's call it limited detail because it's only what's available that it wouldn't missimply (sic.) what this board approved the note that I have on your second page memo says this development plan for the overall parcel is not intended to provide all details of development and improvement for the individual sites of the parcel based on same individual detailed site plans in accordance with the Planning Board's requirements shall be submitted for each site, no building permits shall be issued until such time that the individual detailed site plans have been submitted and have been approved by the Town Planning Board so no one's going to misunderstand it.

MR. SPERRY: That's good.

MR. EDSALL: I used the word detailed several times so they would not misunderstand.

MR. SPERRY: What we're looking for as we go through, we do establish some base line that points of egress ingress generally are that that configuration that the parking will generally be in these areas, all right, and we can then understand because the grading is difficult, how does it work, how does the storm water

work, how do utilities work, what provision do we have for fire protection, those issues, so base line issues have been resolved, then when we come in, we know what we have to do for the detailed engineering for the site plan.

MR. PETRO: Isn't it true this would also make it easy for you to go to someone and say we have already gone this far through the process, now we can finish up and get you going within X number of days, so it's getting down on the process and the whole parcel.

MR. SPERRY: As the applications come in, it gives an idea because criteria's been set and we have to follow it and if there's deviation, we have to demonstrate why, how does it work within the approved plan if you will.

MR. PETRO: Some of the footprints could vary considerably with you, we don't know if the hilltop comes in, might not like it, they might want a square one. Where do we go tonight, what are we trying to do tonight?

MR. EDSALL: If the procedure makes sense and we can on a first step basis say okay, it sounds good, we'll try it out we'll get that out of the way, then they've got two presubmission plans they just want to go over with you to show you what they're intending.

MR. PETRO: Procedure sounds good, let's look at the plans, unless any of the members have anything to add.

MR. BETTE: Mark, I want to also discuss the Airport 1 zoning that we're using for this parcel. I believe last week the Town Board had a public hearing on the rezoning of the 260 acres that was the Stewart sub post lands to a new zone referred to as Airport 1, we're designing everything in these two site plans in front of you tonight in accordance with that zoning.

MR. PETRO: So you're telling me you won't need any variances?

MR. BETTE: Correct.

MR. PETRO: Is that what you're trying to tell me in a very nice way?

MR. BETTE: Yes.

MR. PETRO: Why would you vary from it? I'm sure you had input into some of the design of the zoning so good, it just makes everything so much easier.

MR. SPERRY: We'll walk you through what we'll call conceptual plan for Parcel E and again just generally, World Trade Way located on the overall plan Airport Center Park, International Boulevard and Aviation Avenue, the existing church structure, the chapel is down here and again the proposed office used for what right now?

MR. BETTE: Previous was the headquarters building.

MR. SPERRY: So we're all located on that. The intent is that the chapel structure will go down and in addition this has been in front of the board for the proposed office building and we're proposing entrance right across from Reservoir Road go into this portion of the site and I want to explain this is going to be in three different elevations because of the severe grading that's on the site and that our job is working on grading. We'll take the lower portion the Flight Training Center is going to be backed into the slope where a portion will be a two story structure and then the upper portion single story with grade access from the upper level. This would be a lower elevation than would the center portion, probably highest point and one of the hotels will have main access up to this elevation. We'll have to work with the grades to make these work. We're going to have a spine road then so we can have connection across to the second hotel and this again is going to drop down into a lower elevation, the hotel multi-story backed into the slope taking advantage of grade access here and grade access in the lower.

MR. PETRO: Actually using the buildings as your retaining walls?

MR. SPERRY: Exactly correct.

MR. PETRO: The spine road that's going towards the hotel ten percent grade?

MR. EDSALL: Well--

MR. BABCOCK: It's an existing town road right now.

MR. EDSALL: No, it's not proposed, to my knowledge, it's not proposed as a town road, so I don't believe that the ten percent applies, but I know that this board has generally said that any site plan that has a main spine road or access road that serves multiple parcels try to build it as a town road so try to keep it ten or below.

MR. SPERRY: It's in our interest anyway, I don't know what the percent is going to be, we're playing, it's tough to work with some of these things.

MR. PETRO: I can see it's going to go across the contour so obviously--

MR. SPERRY: It's dropping, there's a good chance in the final design that we have a link, that that link may not be here because we're looking at grade differentials, we're trying to play with that right now and I can suggest that it won't be, we're beginning to play with that to see how it can work. We have a given elevation clearly considerably higher than what the hotel elevation is going to be. So we, now we're dealing with grade resolution here, we're, we don't want to have major retaining walls so we're going to try to step things coming in with smaller walls, if we need to, and which brings up a good point in the plan that hopefully, you'll approve, we do not expect to have all that detailed engineering in there, we're going to look at basic grade resolutions and then we may have a resolution perhaps between this site and as the hotel would come in, of course, anything would happen with an approved site but we may not have all the details for exactly how the stepping would take place because we recognize as the final footprint of

the hotel comes in, the final configuration of the parking comes in, we're going to have to revise it anyway to make it work. So we don't want to go through and spend the time and moneys to detail engineer this to an extent that you'd normally expect to see because again, you're going to see it in the final but good question for you going to be exactly one you just brought up, how do we resolve the grade. We have to demonstrate that the parcel can generally work and we're going to do that. So, again, access to the hotel parking at this level, independent access through the existing office building and parking is going to be expanded to accommodate the additional parking necessary for the office building and then if we can make a connection between the proposed hotel and office use.

MR. PETRO: I've got a question here, I notice that International Boulevard there you don't have any curb cuts, is that by design, you don't want anything coming off that road, it's going to come right into the--

MR. BETTE: Correct.

MR. PETRO: Because obviously, you can eliminate your grade problem with the spine road if it came in off the bottom, but you don't want to do that.

MR. SPERRY: We did that, we're creating another one because the grade is so severe up to the top of the site.

MR. PETRO: Just for the hotel.

MR. SPERRY: Exactly, if we wanted to come in, we can do something down here, we might be able to do that but just try.

MR. PETRO: But that's your burden, you're not going to be told that you can't come off International Boulevard.

MR. BETTE: Two things by our design and request by DOT that we eliminate as many curb cuts on International Boulevard as possible.

MR. SPERRY: Just good design for the project would be just that you wouldn't want that, that's going to be the main thoroughfare, let's keep the curb cuts limited.

MR. PETRO: Trying to keep traffic circulating through the entire site.

MR. SPERRY: This hotel is a spectacular site perched up on the hill.

MR. PETRO: Talking about being perched on the hill in the AP1 zone that's created, what's the height requirement at the top you can go?

MR. BETTE: We've got certain uses in the AP1 that are allowed to go I think 90 feet.

MR. PETRO: How many stories is that basically the World Trade Center was the highest?

MR. BETTE: Right.

MR. SPERRY: And we're looking at the, it would be in the three, maybe three story.

MR. PETRO: So 50 foot.

MR. SPERRY: Yes. Again, we're looking at lower elevation over here, intermediate for the first hotel existing right now essentially the same elevation between the hotel and restaurant, a little bit grade drop, so we can transition to the parking and there will be a grade transition at this point and parking for the Flight Training Center independent access over here again so we can resolve the grade, we'll move it down to have better grade resolution, service access, lower elevation for the Flight Training Center, so we have really we're trying to limit it to the lower number of curb cuts. We have to resolve grade and then again make it work so the restaurant can function independently and give a nice access for the access road for the hotel and again, we have this section here.

MR. PETRO: You brought up a good point, I don't want to belabor this way that we're going to be looking at this site, but if you do a limited study on this for financial reasons, obviously, you don't want to go too deep in detail on the hotel, then it doesn't have that configuration and you throw it all away. But if you don't do enough work, how do you know that it's actually going to work in that location, i.e., how do you know that you can get that road to work if you never really do a field study or how much, how far are you going to prepare? Mark?

MR. SPERRY: Let me address that, very good question. What we anticipate and this is part of what we're going to do tonight, you're going to see a grading plan based on this layout, all right, that's detailed enough that you're going to see how that road does work, you're going to see an elevation established for the hotel conceptual, you're going to see elevation for all these, you're going to see grading in here that does work. We may indicate in here proposed retaining, wall, we're not going to design the retaining wall, that's a detail that we can make with the appropriate site plan. And then it's up to us to either do it in a grade resolution or retaining wall based on the final configuration of the structure so you'll see that level of detail. Right now, the landscaping we're showing street trees, we're going to have conceptual landscape plan to demonstrate that we're going to do some street planting, we don't want to get into detail around the structures but with an understanding that there will be a level of planting that's done throughout the project. Utilities, we're going to, we know where the utility services are located, so we're going to show conceptual that we're going to run a water line that's either going to service the structures in perhaps two directions, we're going to show hydrants in here demonstrating that we can be in compliance with fire protection codes. We're also going to show sanitary, we have it in here right now demonstrating that the sanitary can in fact leave the structure at this point, it's all down here, so we know it works and we know where we can pick up the sanitary from this, in this case, couple directions, we're going in this direction,

additionally going across over here.

MR. PETRO: You're doing enough work to get it to where it can work and it's fine tuning it later on.

MR. SPERRY: Exactly. We want to make sure that you have a comfort level that you can see that can work. It isn't something that's pie in the sky and detailed engineering for each one of the structures at a larger scale where you can read it, see how it fits in here and then to address the question came up before, you can see this plan revised to show that layout, all right, now, we're not going to go and re-engineer the whole thing to fit necessarily all of it, but we're going to see this is going to work, we don't know what sequence if this went in first, our grading would be revolved, we may have to come back and do some other resolutions when the structure comes in, you'll see ingress egress, parking, utility services, lighting landscaping, all the detailed engineering for that application and make sure that we dovetail these as much as we can, he doesn't want to pay for it twice.

MR. PETRO: No matter what you put on paper, has to work so--

MR. SPERRY: That's right, we want to do enough detail that we can demonstrate that it can work, clearly grading is the issue, but not detailed to the extent that that's exactly the way it's going to work. Storm water is another one we're going to show conceptually it's going to be collected and going to discharge, there's also a master storm water management study that's being done that this will ultimately dovetail into something that will have to run currently with specific site plan applications. So you can understand when it's all done how this can be addressed but rather than having individual on-site detention systems which is clearly not in the interest of the project, it's better to do it as a master plan and have better control.

MR. PETRO: Chris, this is a, let's use the word parcel, how many are on this site that are going to be like this, is there 20, 30, 40, 50, there's a lot of

them, right?

MR. BETTE: Right, there's A through I think I or J.

MR. BABCOCK: Some are much smaller than this, some are larger than this too, though.

MR. PETRO: This is I think complex, basically, because of the topo more than anything else, we certainly don't have the extreme coverage.

MR. BABCOCK: The only other way of doing this was for them to go for a full blown out site plan approval for the building that they have probably no intention to build and then come in for how many meetings for amendments, which is going to make it I think tougher on us and them.

MR. EDSALL: And the difficulty not only does it go through an exercise of how many amendments to do for each site, the second thing we still at this point haven't coordinated the whole parcel, we're looking with blinders looking at each piece of the parcel, that's why we're concerned about taking that approach.

MR. PETRO: So this particular one tonight, what do we want to do with this, just for conceptual which we've done?

MR. EDSALL: They're going to come back in, they really haven't worked out all the grading and I haven't reviewed it but now we know the approach, seems to be acceptable, I've got an idea of what's proposed for Parcel E, they need to make an application, come in, and based on what you just said, seems to work.

PROPOSED
UNDERGROUND UTILITY SERVICE REQUIREMENTS

For Discussion at 6/14/00 Planning Board Meeting

Some Issues:

Appropriate for both Non-Residential and Residential?

Should apply to all utilities (power, tele, cable, etc.)?

For Subdivisions, Major only or Minor as well?

Applicable for installations on all roads (State, County, Town and/or Private)?

Applicable to both individual service lines as well as in road utility main feeds?

Should this be applicable to all new utility installations or upgrades or for only utilities in new roads?

Where to Add to Code:

Chapter 38 – Street Construction –

Chapter 46A – Wireline Telecommunications Systems

Chapter 48 – Zoning

or a new Chapter ?



**McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.**

RICHARD D. McGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.
JAMES M. FARR, P.E.

Licensed in NEW YORK, NEW JERSEY
and PENNSYLVANIA

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New Windsor, New York 12553
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e-mail: mheny@att.net
- ☐ **Regional Office**
507 Broad Street
Milford, Pennsylvania 18337
(570) 296-2765
e-mail: mhepa@ptd.net

9 June 2000

MEMORANDUM

TO: CHAIRMAN JAMES PETRO & PLANNING BOARD MEMBERS

FROM: MARK J. EDSALL, P.E., PLANNING BOARD ENGINEER

**SUBJECT: FIRST COLUMBIA PARCEL SITE PLAN APPROVALS
PROPOSED PLANNING BOARD REVIEW/APPROVAL
PROCEDURE**

At the 7 June 2000 Planning Board Work Session, Chris Bette of First Columbia was present and a procedural question was raised with regard to approvals of concept development plans for the various parcels at the airport. Since the parcels in many cases will involve development of several buildings with associated infrastructure and improvements, First Columbia intends to develop an overall master plan for the entire airport properties, as well as individual concept development plans for each parcel.

For purposes of both coordination with NYSDOT and Marketing for Development, First Columbia desires Planning Board Approval for the various parcel development plans. The degree of detail which can be provided on the concept parcel development plans is far less than a complete site plan submission, since the specific tenant would not yet be identified and the final footprint not yet determined. The concept parcel development plans would include basic information regarding the type of proposed use, parking demand, utilities required, etc. The concept parcel development plans would depict the various proposed uses on the parcel and depict the interrelationship for parking, access, grading, utilities, etc.

Since the concept parcel development plans would not comply with the minimum content requirements for final site plan approval and the actual final layout would ultimately change based on the final tenant at the site, it is clear that subsequent individual final site plan applications would be required for the individual site/tenant.

9 June 2000

Notwithstanding same, and in an effort to accommodate First Columbia and provide good coordinated planning for the development of each individual parcel, I have proposed a procedure wherein I believe all goals and requirements can be met. It is proposed that the Planning Board review the concept parcel development plans for zoning compliance, parking compliance, adequate access, adequate utility supply, adequate stormwater disposal, and acceptability of general layout. Since it is understood that additional specific submittals will be required for each site, the plan must include a note (as furthered outlined below) which would indicate that additional site plans and submittals are required at some time in the future. The Planning Board would also complete a SEQRA review for the parcel development evaluating all potential impacts resulting from the type of development outlined on the concept development plan. If all areas are satisfied, the Planning Board could grant site plan approval to the concept parcel development plan.

When the individual site plans are submitted for review, as long as the individual site plan is consistent with the conceptual parcel development plan and the SEQRA determination, the detailed submission with site specific development details, grading, landscaping, lighting, etc. would be reviewed, modified as necessary for the Planning Board, and considered for final site plan approval.

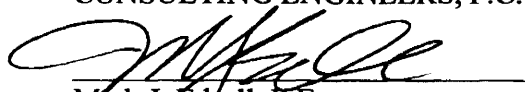
With regard to the conceptual parcel development plans, the following note should be included:

"This development plan for the overall parcel is not intended to provide all details of development and improvement for the individual sites of the parcel. Based on same, individual detailed site plans in accordance with the Planning Board's requirements shall be submitted for each site. No building permits shall be issued until such time that the individual detailed site plans have been submitted and have been approved by the Town Planning Board."

Please review the recommended procedure as noted herein and contact me as soon as possible if you have any concerns with regards to this proposed procedure.

Respectfully submitted,

McGOEY, HAUSER, and EDSALL
CONSULTING ENGINEERS, P.C.



Mark J. Edsall, P.E.
Town Consulting Engineer

MJE/pr

Firstcolumbiasite.pr

LEGAL NOTICE

NOTICE IS HEREBY GIVEN that the PLANNING BOARD of the
TOWN OF NEW WINDSOR, County of Orange, State of New York will hold a
PUBLIC HEARING AT Town Hall, 555 Union Avenue, New Windsor, New York
on July 26, 2000 at 7:30 P.M. on the approval of the
date

proposed ☒ SITE PLAN / ☐ SUBDIVISION / ☐ SPECIAL PERMIT approval

for New York International Plaza Parcel "E" located at _____
name of project

World Trade Way

Address of project

(Stewart Airport)

Tax Map #

3 - 1 - 47

section, block, lot

Map of the project is on file and may be inspected at the PLANNING BOARD
OFFICE, Town Hall, 555 Union Avenue, New Windsor, NY prior to Public
Hearing.

July 14, 2000

Date

By Order of

TOWN OF NEW WINDSOR PLANNING BOARD

James R. Petro, Jr., Chairman

Town of New Windsor
555 Union Avenue
New Windsor, NY 12553
(814) 563-4811

RECEIPT
#484-2000

06/27/2000

Columbia, Llc First

Received \$ 100.00 for Planning Board Fees, on 06/27/2000. Thank you for stopping by the Town Clerk's office.

As always, it is our pleasure to serve you.

Dorothy H. Hansen
Town Clerk

P.B. #00-201

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 06/26/2000

PAGE: 1

LISTING OF PLANNING BOARD FEES
ESCROW

FOR PROJECT NUMBER: 0-201

NAME: NEW YORK INTERNATIONAL PLAZA - PARCEL E
APPLICANT: FIRST COLUMBIA, LLC.

--DATE--	DESCRIPTION-----	TRANS	--AMT-CHG	-AMT-PAID	--BAL-DUE
06/23/2000	REC. CK. #1467 - FIRST CO	PAID		750.00	
			-----	-----	-----
		TOTAL:	0.00	750.00	-750.00

From First Columbia

P. Zappala

PRE SUBMISSION
RESULTS OF P.P. MEETING OF: June 14 2000

PROJECT: Parcel E

P.B.# **00-201**

LEAD AGENCY:

NEGATIVE DEC:

1. AUTHORIZE COORD LETTER: Y___ N___

M)___ S)___ VOTE: A___ N___

2. TAKE LEAD AGENCY: Y__N__

CARRIED: YES NO

M)___ S)___ VOTE: A___ N___

CARRIED: YES NO

WAIVE PUBLIC HEARING: M) S) VOTE: A N WAIVED: Y N

SCHEDULE P.H. Y N

SEND TO O.C. PLANNING: Y

SEND TO DEPT. OF TRANSPORTATION: Y

REFER TO Z.B.A: M)___S)___ VOTE: A___N___

RETURN TO WORK SHOP: YES NO

APPROVAL:

M) S) VOTE: A N APPROVED: _____

M) S) VOTE: A N APPROVED CONDITIONALLY:

NEED NEW PLANS: Y N

DISCUSSION/APPROVAL CONDITIONS:

Make application

INTER-OFFICE CORRESPONDENCE

TO: Town Planning Board

FROM: Town Fire Inspector

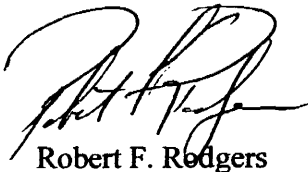
DATE: August 18, 2000

SUBJECT: First Columbia-Parcel E

On 18 August 2000, I received a telephone call from James Sperry whose company prepared the conceptual site plan for parcel E. at First Columbia.

Mr. Sperry assured me that during the individual site plans for each of the proposed structures, that the fire lane issues will be addressed on each structure.

I do not believe that the conceptual plan should be held up due to this requirement. The submitted conceptual plan is acceptable.

A handwritten signature in black ink, appearing to read 'Robert F. Rodgers', is written over the printed name.

Robert F. Rodgers
Fire Inspector

RFR/dh



1763

TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553

NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., WATER, ~~SEWER~~, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER: **00-201**

DATE PLAN RECEIVED: _____ RECEIVED

JUL 14 2000

The maps and plans for the Site Approval _____

Subdivision _____ as submitted by

_____ for the building or subdivision of

FIRST COLUMBIA has been

reviewed by me and is approved _____

disapproved _____.

If disapproved, please list reason _____

HIGHWAY SUPERINTENDENT _____ DATE _____

WATER SUPERINTENDENT _____ DATE _____

Sanitary Superintendent 2/27/00
DATE _____

INTER-OFFICE MEMORANDUM

TO: New Windsor Planning Board

FROM: Town Fire Inspector

DATE: June 28 2000

SUBJECT: Parcel E. Development Plan –First Columbia

Planning Board Reference Number PB-00-201

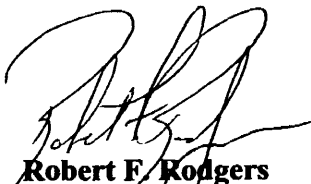
Dated: 23 June 2000

Fire Prevention Reference Number: FPS-00-023

A review of the conceptual plan of the above referenced subject site was conducted on 27 June 2000.

This conceptual plan is acceptable.

Plans Dated: 23 June 2000.



Robert F. Rodgers
Fire Inspector

RFR/dh



COUNTY OF ORANGE

JOSEPH G. RAMPE
COUNTY EXECUTIVE

DEPARTMENT OF PLANNING

124 MAIN STREET
GOSHEN, NEW YORK 10924-2124
TEL: (914) 291-2318 FAX: (914) 291-2533

PETER GARRISON
COMMISSIONER

ORANGE COUNTY DEPARTMENT OF PLANNING 239 L, M OR N REPORT

This proposed action is being reviewed as an aid in coordinating such action between and among governmental agencies by bringing pertinent inter-community and countywide considerations to the attention of the municipal agency having jurisdiction.

Referred by: *Town of New Windsor*

Reference No.: *NWT 2-00M*

County I.D. No: *3-1-47*

Applicant: *First Columbia*

Proposed Action: *Site Plan: Hotel, Flight Training Center & Offices.*

State, County, Inter-municipal Basis for Review: *Intergovernmental Agreement*

Comments: *There are no significant concerns to bring to your attention.*

Related Reviews and Permits:

County Action: Local Determination **XXXXXX**

Disapproved

Approved

Approved subject to the following modifications and/or conditions:

Date:

July 18, 2000

Peter Garrison
Commissioner of Planning

RESULTS OF PUBLIC MEETING OF: June 2000

PROJECT: Parcel E - First Columbia P.B.# 00-201

LEAD AGENCY:

NEGATIVE DEC:

1. AUTHORIZE COORD LETTER: Y__ N__

M)__ S)__ VOTE: A__ N__

2. TAKE LEAD AGENCY: Y ☒ N__

CARRIED: YES__ NO__

M) 11 S) A VOTE: A 4 N 0
CARRIED: YES ☒ NO__

WAIVE PUBLIC HEARING: M) 11 S) A VOTE: A 4 N 0 WAIVED: Y__ N ☒

SCHEDULE P.H. Y ☒ N__

SEND TO O.C. PLANNING: Y__

SEND TO DEPT. OF TRANSPORTATION: Y__

REFER TO Z.B.A.: M)__ S)__ VOTE: A__ N__

RETURN TO WORK SHOP: YES__ NO__

APPROVAL:

M)__ S)__ VOTE: A__ N__ APPROVED: _____

M)__ S)__ VOTE: A__ N__ APPROVED CONDITIONALLY: _____

NEED NEW PLANS: Y__ N__

DISCUSSION/APPROVAL CONDITIONS:

<u>Need Plan revised before scheduling P.H.</u>
<u>Just regular legal add. *</u>

INTER-OFFICE CORRESPONDENCE

TO: Town Planning Board

FROM: Town Fire Inspector

Date: July 25, 2000

SUBJECT: First Columbia- Parcel E

Planning Board Reference Number: PB-00-201

Dated: 14 July 2000

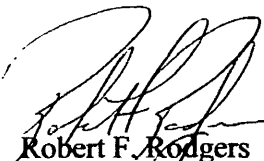
Fire Prevention Reference Number: FPS-00-030

A review of the above referenced subject conceptual site plan of Parcel E, was conducted on 25 July 2000.

My only concern, as discussed with Mr. Tim O'Brien of BL Companies, is the required 30 foot fire lanes, especially at the front of the two hotels. It is my understanding that this will be addressed as the individual site plan are presented to the Planning Board.

This conceptual plan is acceptable.

Plans Dated: 13 July 2000, Revision 1



Robert F. Rodgers
Fire Inspector

RFR/dh



1763

TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553

NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., ~~WATER~~, SEWER, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER: **00-201**
DATE PLAN RECEIVED: _____ RECEIVED
JUL 14 2000

The maps and plans for the Site Approval _____

Subdivision _____ as submitted by

_____ for the building or subdivision of
Parcel "E" NY International Plaza has been
reviewed by me and is approved L
~~disapproved~~

~~If disapproved, please list reason~~

Water is readily available for area.

HIGHWAY SUPERINTENDENT DATE

Steve D. DiDio - 7-26-00
WATER SUPERINTENDENT DATE

SANITARY SUPERINTENDENT DATE



1763

TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553

NEW WINDSOR PLANNING BOARD REVIEW FORM

RECEIVED

JUL 20 2000

N.W. HIGHWAY DEPT.

TO: FIRE INSPECTOR, D.O.T., WATER, SEWER, **HIGHWAY**

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER: 00-201

DATE PLAN RECEIVED: _____ RECEIVED
JUL 14 2000

The maps and plans for the Site Approval _____
Subdivision _____ as submitted by
_____ for the building or subdivision of
_____ has been
reviewed by me and is approved ☒ _____,
disapproved ☐ _____.

If disapproved, please list reason _____

Henry Kroll 7-26-2000
HIGHWAY SUPERINTENDENT DATE

WATER SUPERINTENDENT DATE

SANITARY SUPERINTENDENT DATE



1763

TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553

NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., WATER, SEWER, ~~HIGHWAY~~

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER: **00-201**
RECEIVED

DATE PLAN RECEIVED: JUN 23 2000

The maps and plans for the Site Approval _____
Subdivision _____ as submitted by _____
_____ for the building or subdivision of _____
_____ has been
reviewed by me and is approved ✓
disapproved _____.

If disapproved, please list reason _____

Henry Hall 7-10-00
HIGHWAY SUPERINTENDENT DATE

WATER SUPERINTENDENT DATE

SANITARY SUPERINTENDENT DATE



1763

TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553

NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., ~~WATER~~, SEWER, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER: **00-201**
DATE PLAN RECEIVED: _____

RECEIVED

JUN 23 2000

The maps and plans for the Site Approval _____

Subdivision _____ as submitted by

_____ for the building or subdivision of

N.Y. International Plaza has been
reviewed by me and is approved ✓

~~disapproved~~

~~If disapproved, please list reason~~

There is water to this property - will meet
with 1st Columbia

HIGHWAY SUPERINTENDENT

DATE

John D. Dv
WATER SUPERINTENDENT

7-3-00
DATE

SANITARY SUPERINTENDENT

DATE



McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

RICHARD D. McGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.
JAMES M. FARR, P.E.

- ☐ Main Office
45 Quassaick Ave. (Route 9W)
New Windsor, New York 12553
(914) 562-8640
- ☐ Branch Office
507 Broad Street
Milford, Pennsylvania 18337
(717) 296-2765

PLANNING BOARD WORK SESSION
RECORD OF APPEARANCE

1-3

TOWN/VILLAGE OF New Windsor

P/B # **00-201**

WORK SESSION DATE: 21 June 2000

APPLICANT RESUB.
REQUIRED: Full

REAPPEARANCE AT W/S REQUESTED: No

PROJECT NAME: Paruel E. Dev + Plan

PROJECT STATUS: NEW ☒ OLD ☐

REPRESENTATIVE PRESENT: Chris Bette, Jr. Sperry, Tim

MUNIC REPS PRESENT: BLDG INSP. ☐
FIRE INSP. ☒
ENGINEER ☒
PLANNER ☐
P/B CHMN. ☐
OTHER (Specify) ☐

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

- add exist contour #1
- get note on (old note in MHE memo)
- Full EAF
- narrative must be SEEDA usable for drainage + traffic
- establish spine road with 9 structures

CLOSING STATUS

- Set for agenda
☒ possible agenda item Plan done By Fri
Discussion item for agenda Now
ZBA referral on agenda

pbwsform 10MJE98



McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

RICHARD D. McGOEY, P.E.
WILLIAM J. HAUSER, P.E.
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- ☐ Branch Office
507 Broad Street
Milford, Pennsylvania 18337
(717) 296-2765

PLANNING BOARD WORK SESSION
RECORD OF APPEARANCE

TOWN/VILLAGE OF

New Windsor

P/B #

00¹⁻²-201

WORK SESSION DATE:

7 June 00

APPLICANT RESUB.

REQUIRED:

Full later

REAPPEARANCE AT W/S REQUESTED:

Yes

PROJECT NAME:

First Columbia

PROJECT STATUS:

NEW

X

OLD

REPRESENTATIVE PRESENT:

Jim Sperry, Tim O'Brien, Chris Pette

MUNIC REPS PRESENT: BLDG INSP.

FIRE INSP.

ENGINEER

PLANNER

P/B CHMN.

OTHER (Specify)

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

- Concept plan - drmt. "Parcel E" 3-1-47

- Grading

- Utilities

- Lease lines

Full EAF

1. Pkg calc
2. airle
pk
dir corr
road grade

City La att
later

- note re new detailed d/s & app is no \$/p until new app
- also get reoars out of way

Set for Presub Conf

next week

CLOSING STATUS

Set for agenda

possible agenda item

Discussion item for agenda

ZBA referral on agenda

pbwsform

10MJE98



TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553
Telephone: (914) 563-4615
Fax: (914) 563-4693

PLANNING BOARD APPLICATION

TYPE OF APPLICATION (check appropriate item):

Subdivision _____ Lot Line Change _____ Site Plan ☒ Special Permit _____

Tax Map Designation: Sec. _____ Block _____ Lot _____

1. Name of Project New York International Plaza Parcel E
2. Owner of Record Town of New Windsor Phone (914) 563-4693
Address: 555 Union Avenue New Windsor New York 12553
(Street Name & Number) (Post Office) (State) (Zip)
3. Name of Applicant First Columbia LLC. Phone (518)452-1664
Address: 210 Washington Avenue Ext. Albany New York 12203
(Street Name & Number) (Post Office) (State) (Zip)
4. Person Preparing Plan BL Companies Phone (914) 485-7088
Address: 80 Washington Street Suite 310 Poughkeepsie, NY 12601
(Street Name & Number) (Post Office) (State) (Zip)
5. Attorney N/A Phone N/A
Address N/A
(Street Name & Number) (Post Office) (State) (Zip)
6. Person to be notified to appear at Planning Board meeting:
Christopher Bette (518) 452-1664
(Name) (Phone)
7. Project Location:
On the South side of International Blvd. Between feet
(Direction) (Street) (No.)
Airport Center Drive and Aviation Avenue
(Direction) (Street)
8. Project Data: Acreage 12 Zone AP -1 School Dist. _____

9. Is this property within an Agricultural District containing a farm operation or within 500 feet of a farm operation located in an Agricultural District? Yes _____ No X

*This information can be verified in the Assessor's Office.

*If you answer "yes" to question 9, please complete the attached "Agricultural Data Statement".

10. Description of Project: (Use, Size, Number of Lots, etc.) Construction of two Hotels
one Restaurant and one Flight training Facility on the 12 Acre Parcel
(Parcel E) located South of International Blvd.

11. Has the Zoning Board of Appeals Granted any Variances for this property? yes _____ no X

12. Has a Special Permit previously been granted for this property? yes _____ no X

ACKNOWLEDGMENT:

IF THIS ACKNOWLEDGMENT IS COMPLETED BY ANYONE OTHER THAN THE PROPERTY OWNER, A SEPARATE NOTARIZED STATEMENT OR PROXY STATEMENT FROM THE OWNER MUST BE SUBMITTED, AT THE TIME OF APPLICATION, AUTHORIZING THIS APPLICATION.

STATE OF NEW YORK)

SS.:

COUNTY OF ORANGE)

THE UNDERSIGNED APPLICANT, BEING DULY SWORN, DEPOSES AND STATES THAT THE INFORMATION, STATEMENTS AND REPRESENTATIONS CONTAINED IN THIS APPLICATION AND SUPPORTING DOCUMENTS AND DRAWINGS ARE TRUE AND ACCURATE TO THE BEST OF HIS/HER KNOWLEDGE AND/OR BELIEF. THE APPLICANT FURTHER ACKNOWLEDGES RESPONSIBILITY TO THE TOWN FOR ALL FEES AND COSTS ASSOCIATED WITH THE REVIEW OF THIS APPLICATION.

SWORN BEFORE ME THIS:

6th DAY OF June 2000
19

Christopher J. Bette
APPLICANT'S SIGNATURE

Amy A. Thompson
NOTARY PUBLIC AMY A. THOMPSON
Notary Public, State of New York
No. 01MA5015436
Qualified in Schenectady County
Commission Expires July 19, 2001

CHRISTOPHER J. BETTE
Please Print Applicant's Name as Signed

TOWN USE ONLY:
RECEIVED

JUN 23 2000
DATE APPLICATION RECEIVED

00-201
APPLICATION NUMBER

APPLICANT/OWNER PROXY STATEMENT
(for professional representation)

for submittal to the:
TOWN OF NEW WINDSOR PLANNING BOARD

Town of New Windsor, deposes and says that he resides
(OWNER)
at 555 Union Avenue, New Windsor, NY 12553 in the County of Orange
(OWNER'S ADDRESS)
and State of New York and that he is the owner of property tax map
(Sec. Block Lot)
designation number (Sec. Block Lot) which is the premises described in
the foregoing application and that he authorizes:

First Columbia LLC, 210 Washington Avenue Ext. Albany, NY 12203
(Applicant Name & Address, if different from owner)

BL Companies, 80 Washington Street. Suite 310 Poughkeepsie, NY 12601
(Name & Address of Professional Representative of Owner and/or Applicant)

to make the foregoing application as described therein.

Date: 6/27/00

[Signature]
Witness' Signature

[Signature]
Owner's Signature

[Signature]
Applicant's Signature if different than owner

[Signature]
Representative's Signature

**THIS FORM CANNOT BE WITNESSED BY THE PERSON OR
REPRESENTATIVE OF THE COMPANY WHO IS BEING AUTHORIZED
TO REPRESENT THE APPLICANT AND/OR OWNER AT THE MEETINGS.**

00-201

APPLICANT/OWNER PROXY STATEMENT
(for professional representation)

for submittal to the:
TOWN OF NEW WINDSOR PLANNING BOARD

GEORGE J. MEYERS, deposes and says that he resides
(OWNER)

at 2 Brandon Court, New Windsor, N. Y. 12553 in the County of Orange
(OWNER'S ADDRESS)

Supervisor of the TOWN OF NEW WINDSOR, the municipal corporation which is the
and State of New York and that he is the owner of property ~~located~~
formerly known as Stewart Army Subpost

(~~Sect.~~ Block ~~Lot~~)
~~designation number (See XXXXXXXX Block XXXXXXXX Lot XXX)~~ which is the premises described in
the foregoing application and that he authorizes:

Christopher Bette
(Applicant Name & Address, if different from owner)

First Columbia, 210 Washington Avenue Extension, Albany, N. Y. 12203
(Name & Address of Professional Representative of Owner and/or Applicant)

to make the foregoing application as described therein.

Date: December 1, 1999.

Patricia A. Banhart
Witness' Signature

[Signature]
Owner's Signature Supervisor
TOWN OF NEW WINDSOR
By: George J. Meyers
Applicant's Signature if different than owner
Christopher Bette
Representative's Signature

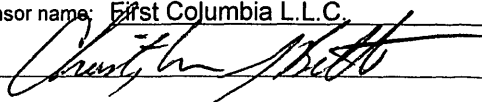
**THIS FORM CANNOT BE WITNESSED BY THE PERSON OR
REPRESENTATIVE OF THE COMPANY WHO IS BEING AUTHORIZED
TO REPRESENT THE APPLICANT AND/OR OWNER AT THE MEETINGS.**

00-201

SHORT ENVIRONMENTAL ASSESSMENT FORM

For UNLISTED ACTIONS Only

PART I - PROJECT INFORMATION (To be completed by Applicant or Project Sponsor)

1. APPLICANT/SPONSOR Name <i>First Columbia L.L.C.</i>	2. PROJECT NAME Project Name <i>International Blvd. Parcel E</i>
3. PROJECT LOCATION: Municipality <i>Town of New Windsor</i> County <i>Orange</i>	
4. PRECISE LOCATION (Street address and road intersections, prominent landmarks, etc., or provide map) <i>27 & 31 Airport Center Dr., 1120 World Trade Way & 746 Aviation Ave.</i>	
5. IS PROPOSED ACTION: <input checked="" type="checkbox"/> New <input type="checkbox"/> Expansion <input type="checkbox"/> Modification/alteration	
6. DESCRIBE PROJECT BRIEFLY: <i>Construction of four structures including 88 & 110 room hotels, 60 seat restaurant & 30,000 s.f. flight training facility with required parking. Proposed parking for 33 Airport Center Dr. to be revised.</i>	
7. AMOUNT OF LAND AFFECTED: Initially: <u>10 (+/-)</u> acres Ultimately <u>10 (+/-)</u> acres	
8. WILL PROPOSED ACTION COMPLY WITH EXISTING ZONING OR OTHER EXISTING LAND USE RESTRICTIONS? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If No, describe briefly.	
9. WHAT IS PRESENT LAND USE IN VICINITY OF PROJECT? <input type="checkbox"/> Residential <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Agriculture <input type="checkbox"/> Park/Forest/Open space <input type="checkbox"/> Other Describe: <i>30,000 s.f. Professional Office bldg and existing Chapel to be removed</i>	
10. DOES ACTION INVOLVE A PERMIT APPROVAL, OR FUNDING, NOW OR ULTIMATELY FROM ANY OTHER GOVERNMENTAL AGENCY (FEDERAL, STATE, OR LOCAL)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, list agency name and permit/approval. <i>NYSDEC Stormwater Discharge from Construction Activities Permit, If Required.</i>	
11. DOES ANY ASPECT OF THE ACTION HAVE A CURRENTLY VALID PERMIT OR APPROVAL? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, list agency name and permit/approval. <i>Site Plan approval from the Town of New Windsor Planning Board for 30,000 s.f. Office Bldg. with 53 Parking Spaces.</i>	
12. AS A RESULT OF THE PROPOSED ACTION WILL EXISTING PERMIT/APPROVAL REQUIRE MODIFICATION? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>Site Plan Approval for 33 Airport Center Drive will be amended.</i>	
I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE TO THE BEST OF MY KNOWLEDGE	
Applicant/sponsor name: <i>First Columbia L.L.C.</i>	Date: <i>May 31, 2000</i>
Signature: 	

If the action is in the Coastal Area, and you are a State agency, complete the Coastal Assessment Form before proceeding with this assessment.

PART II – ENVIRONMENTAL ASSESSMENT (To be completed by Agency)

A. DOES ACTION EXCEED ANY TYPE I THRESHOLD IN 6 NYCRR, PART 617.4? If yes, coordinate the review process and use the FULL EAF. <input type="checkbox"/> Yes <input type="checkbox"/> No
B. WILL ACTION RECEIVE COORDINATED REVIEW AS PROVIDED FOR UNLISTED ACTIONS IN 6 NYCRR, PART 617.6? If No, a negative declaration may be superceded by another involved agency. <input type="checkbox"/> Yes <input type="checkbox"/> No
C. COULD ACTION RESULT IN ANY ADVERSE EFFECTS ASSOCIATED WITH THE FOLLOWING: (Answers may be handwritten, if legible) C1. Existing air quality, surface or groundwater quality or quantity, noise levels, existing traffic patterns, solid waste production or disposal, potential for erosion, drainage or flooding problems? Explain briefly: C2. Aesthetic, agricultural, archaeological, historic or other natural or cultural resources; or community or neighborhood character? Explain briefly: C3. Vegetation or fauna, fish, shellfish or wildlife species, significant habitats, or threatened or endangered species? Explain briefly: C4. A community's existing plans or goals as officially adopted, or a change in use or intensity of use of land or other natural resources? Explain briefly: C5. Growth, subsequent development, or related activities likely to be induced by the proposed action? Explain briefly: C6. Long term, short term, cumulative, or other effects not identified in C1 – C5? Explain briefly: C7. Other impacts (including changes in use of either quantity or type of energy)? Explain briefly:
D. WILL THE PROJECT HAVE AN IMPACT ON THE ENVIRONMENTAL CHARACTERISTICS THAT CAUSED THE ESTABLISHMENT OF A CEA? <input type="checkbox"/> Yes <input type="checkbox"/> No
E. IS THERE, OR IS THERE LIKELY TO BE, CONTROVERSY RELATED TO POTENTIAL ADVERSE ENVIRONMENTAL IMPACTS? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, explain briefly:

PART III – DETERMINATION OF SIGNIFICANCE (To be completed by Agency)

INSTRUCTIONS: For each adverse effect identified above, determine whether it is substantial, large, important or otherwise significant. Each effect should be assessed in connection with its (a) setting (i.e. urban or rural); (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude. If necessary, add attachments or reference supporting materials. Ensure that explanations contain sufficient detail to show that all relevant adverse impacts have been identified and adequately addressed. If question D of Part II was checked yes, the determination and significance must evaluate the potential impact of the proposed action on the environmental characteristics of the CEA.

- ☐ Check this box if you have identified one or more potentially large or significant adverse impacts which MAY occur. Then proceed directly to the FULL EAF and/or prepare a positive declaration.
- ☐ Check this box if you have determined, based on the information and analysis above and any supporting documentation, that the proposed action WILL NOT result in any significant adverse environmental impacts AND provide on attachments as necessary, the reasons supporting this determination:

Name of Lead Agency

Print or Type Name of Responsible Officer in Lead Agency

Title of Responsible Officer

Signature of Responsible Officer in Lead Agency

Signature of Preparer (if different from responsible officer)

Date

00-201

TOWN OF NEW WINDSOR PLANNING BOARD

SITE PLAN CHECKLIST

ITEM

1. x Site Plan Title
2. x Provide 4" wide X 2" high box (IN THE LOWEST RIGHT CORNER OF THE PLAN) for use by Planning Board in affixing Stamp of Approval. (ON ALL PAGES OF SITE PLAN).

SAMPLE:



3. x Applicant's Name(s)
4. x Applicant's Address
5. x Site Plan Preparer's Name
6. x Site Plan Preparer's Address
7. x Drawing Date
8. x Revision Dates
9. x Area Map Inset and Site Designation
10. x Properties within 500' of site
11. x Property Owners (Item #10)
12. x Plot Plan
13. x Scale (1" = 50' or lesser)
14. x Metes and Bounds
15. x Zoning Designation
16. x North Arrow
17. x Abutting Property Owners
18. x Existing Building Locations
19. x Existing Paved Areas
20. x Existing Vegetation
21. x Existing Access & Egress

PROPOSED IMPROVEMENTS

- 22. Conceptual Landscaping
- 23. N/A Exterior Lighting
- 24. N/A Screening
- 25. X Access & Egress
- 26. X Parking Areas
- 27. N/A Loading Areas
- 28. N/A Paving Details (Items 25 - 27)
- 29. X Curbing Locations
- 30. N/A Curbing through section
- 31. N/A Catch Basin Locations
- 32. N/A Catch Basin Through Section
- 33. Conceptual Storm Drainage
- 34. N/A Refuse Storage
- 35. N/A Other Outdoor Storage
- 36. Conceptual Water Supply
- 37. Conceptual Sanitary Disposal System
- 38. X Fire Hydrants
- 39. Conceptual Building Locations
- 40. X Building Setbacks
- 41. N/A Front Building Elevations
- 42. N/A Divisions of Occupancy
- 43. N/A Sign Details
- 44. X Bulk Table Inset
- 45. X Property Area (Nearest 100 sq. ft.)
- 46. X Building Coverage (sq. ft.)
- 47. X Building Coverage (% of total area)
- 48. X Pavement Coverage (sq. ft.)
- 49. X Pavement Coverage (% of total area)
- 50. X Open Space (sq. ft.)
- 51. X Open Space (% of total area)
- 52. X No. of parking spaces proposed
- 53. X No. of parking spaces required

REFERRING TO QUESTION 9 ON THE APPLICATION FORM, IS THIS PROPERTY WITHIN AN AGRICULTURAL DISTRICT CONTAINING A FARM OPERATION OR WITHIN 500 FEET OF A FARM OPERATION LOCATED IN AN AGRICULTURAL DISTRICT, PLEASE NOTE THE FOLLOWING:

54. N/A Referral to Orange County Planning Dept. is required for all applicants filing AD Statement.
55. X A disclosure Statement, in the form set below, must be inscribed on all site plan maps prior to the affixing of a stamp of approval, whether or not the Planning Board specifically requires such a statement as a condition of approval.

APrior to the sale, lease, purchase, or exchange of property on this site which is wholly or partially within or immediately adjacent to or within 500 feet of a farm operation, the purchaser or leaser shall be notified of such farm operation with a copy of the following notification.

It is the policy of this State and this community to conserve, protect and encourage the development and improvement of agricultural land for the production of food, and other products, and also for its natural and ecological value. This notice is to inform prospective residents that the property they are about to acquire lies partially or wholly within an agricultural district or within 500 feet of such a district and that farming activities occur within the district. Such farming activities may include, but not be limited to, activities that cause noise, dust and odors.

This list is provided as a guide only and is for the convenience of the Applicant. The Town of New Windsor Planning Board may require additional notes or revisions prior to granting approval.

PREPARER'S ACKNOWLEDGMENT:

THE PLAT FOR THE PROPOSED SITE PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THIS CHECKLIST AND THE TOWN OF NEW WINDSOR ORDINANCES, TO THE BEST OF MY KNOWLEDGE.

BY: *Randy Plan P.E.* *6/21/00*
Licensed Professional / Date

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 12/08/2000

PAGE: 1

LISTING OF PLANNING BOARD ACTIONS

STAGE:

STATUS [Open, Withd]
A [Disap, Appr]

FOR PROJECT NUMBER: 0-201

NAME: NEW YORK INTERNATIONAL PLAZA - PARCEL E (OVERALL)

APPLICANT: FIRST COLUMBIA, LLC.

--DATE--	MEETING-PURPOSE-----	ACTION-TAKEN-----
11/08/2000	PLANS STAMPED	APPROVED
08/23/2000	P.B. APPEARANCE . FINAL PLAN NEEDS TO READ 30 FIRE LANES. . COMMENTS #2 OF 8/23/2000.	LA:ND APPR SUB TO SUBJECT TO MARK'S
06/28/2000	P.B. APPEARANCE	LA: SCHED PH
06/21/2000	WORK SESSION APPEARANCE	SUBMIT APPLICATION
06/14/2000	P.B. APPEARANCE	PRESUBMISSION TALK
06/07/2000	WORK SESSION APPEARANCE	SET PRESUBMISSION

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 10/31/2000

PAGE: 1

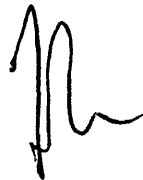
LISTING OF PLANNING BOARD FEES
ESCROW

FOR PROJECT NUMBER: 0-201

NAME: NEW YORK INTERNATIONAL PLAZA - PARCEL E (OVERALL)

APPLICANT: FIRST COLUMBIA, LLC.

--DATE--	DESCRIPTION-----	TRANS	--AMT-CHG	-AMT-PAID	--BAL-DUE
06/14/2000	P.B. MINUTES	CHG	63.00		
06/23/2000	REC. CK. #1467 - FIRST CO	PAID		750.00	
06/28/2000	P.B. ATTY. FEE	CHG	35.00		
06/28/2000	P.B. MINUTES	CHG	49.50		
07/26/2000	P.B. ATTY FEE	CHG	35.00		
07/26/2000	P.B. MINUTES	CHG	40.50		
08/23/2000	P.B. ATTY. FEE	CHG	35.00		
08/23/2000	P.B. MINUTES	CHG	31.50		
10/20/2000	P.B. ENGINEER FEE	CHG	808.00		
10/30/2000	REC. CK. #1741	PAID		347.50	
		TOTAL:	1097.50	1097.50	0.00



PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 10/23/2000

PAGE: 1

LISTING OF PLANNING BOARD **FEES**
ESCROW

FOR PROJECT NUMBER: 0-201

NAME: NEW YORK INTERNATIONAL PLAZA - PARCEL E (OVERALL)
APPLICANT: FIRST COLUMBIA, LLC.

--DATE--	DESCRIPTION-----	TRANS	--AMT-CHG	-AMT-PAID	--BAL-DUE
06/14/2000	P.B. MINUTES	CHG	63.00		
06/23/2000	REC. CK. #1467 - FIRST CO	PAID		750.00	
06/28/2000	P.B. ATTY. FEE	CHG	35.00		
06/28/2000	P.B. MINUTES	CHG	49.50		
07/26/2000	P.B. ATTY FEE	CHG	35.00		
07/26/2000	P.B. MINUTES	CHG	40.50		
08/23/2000	P.B. ATTY. FEE	CHG	35.00		
08/23/2000	P.B. MINUTES	CHG	31.50		
10/20/2000	P.B. ENGINEER FEE	CHG	808.00		
		TOTAL:	1097.50	750.00	347.50

AS OF: 10/20/2000

PAGE: 1

CHRONOLOGICAL JOB STATUS REPORT

JOB: 87-56

NEW WINDSOR PLANNING BOARD (Chargeable to Applicant)

CLIENT: NEWWIN - TOWN OF NEW WINDSOR

TASK: 0- 201

FOR WORK DONE PRIOR TO: 10/20/2000

										-----DOLLARS-----		
TASK-NO	REC	--DATE--	TRAN	EMPL	ACT	DESCRIPTION-----	RATE	HRS.	TIME	EXP.	BILLED	BALANC
.....												
0-201	168014	06/07/00	TIME	MJE	WS	FIRST COLUM PARCEL E	80.00	0.40	32.00			
0-201	169654	06/20/00	TIME	MJE	MC	TC/BETTE RE PARCEL E	80.00	0.30	24.00			
0-201	169670	06/21/00	TIME	MJE	WS	PARCEL E - FIRST C	80.00	0.30	24.00			
0-201	172117	06/28/00	TIME	MJE	MC	TC/SPERRY RE:1ST COL	80.00	0.30	24.00			
0-201	172118	06/28/00	TIME	MJE	MC	FIRST COL PARCEL E	80.00	1.00	80.00			
0-201	172120	06/28/00	TIME	MJE	MM	FIRST COLUMBIA	80.00	0.40	32.00			
0-201	172122	06/29/00	TIME	MJE	MC	TC/O'BRIEN-1ST COL	80.00	0.30	24.00			
0-201	170897	07/03/00	TIME	MJE	MC	FIRST COLUMBIA	80.00	0.20	16.00			
0-201	170919	07/06/00	TIME	MJE	WS	FIRST COLUM SPEC W/S	80.00	0.60	48.00			
0-201	170921	07/07/00	TIME	MJE	WS	L/A COORD LTR	80.00	0.40	32.00			
0-201	170922	07/07/00	TIME	MJE	WS	TC/BL RE L/A SUBMIT	80.00	0.40	32.00			
0-201	173857	07/24/00	TIME	MJE	MC	PARCEL E	80.00	0.80	64.00			
0-201	173823	07/26/00	TIME	MJE	MC	PARCEL E	80.00	0.40	32.00			
0-201	173826	07/26/00	TIME	MJE	MC	TC/JIM SPERRY 1ST C	80.00	0.20	16.00			
0-201	173847	07/27/00	TIME	MJE	MC	FIRST C SEQRA W/MM	80.00	0.20	16.00			
0-201	174076	08/02/00	TIME	MJE	MC	TC/BETTE FIRST COL	80.00	0.30	24.00			
0-201	174077	08/02/00	TIME	MJE	PM	DRAIN MTG T/H STEWT	80.00	2.00	160.00			
0-201	175250	08/18/00	TIME	MJE	MC	TC/SPERRY RE F/C	80.00	0.30	24.00			
0-201	175279	08/23/00	TIME	MJE	MM	F/C PARCEL E COND AP	80.00	0.10	8.00			
0-201	176295	08/23/00	TIME	MJE	MC	FIRST COLUM PARCEL E	80.00	0.50	40.00			

									752.00			
0-201	174906	08/16/00				BILL 00-781					-680.00	

										-680.00		
0-201	177695	09/06/00	TIME	MJE	MC	FIRST COLUM STAT REV	80.00	0.20	16.00			

									16.00			
0-201	178274	09/18/00				BILL 00-871					-88.00	

										-88.00		
									=====	=====	=====	=====
TASK TOTAL									768.00	0.00	-768.00	0.00

GRAND TOTAL	768.00	0.00	-768.00	0.0
-------------	--------	------	---------	-----

10/20/00

40

808.00

No Bonds
No Site Insp Fees
Charge all Approval Fees

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 10/23/2000

PAGE: 1

LISTING OF PLANNING BOARD **FEES**
APPROVAL

FOR PROJECT NUMBER: 0-201

NAME: NEW YORK INTERNATIONAL PLAZA - PARCEL E (OVERALL)
APPLICANT: FIRST COLUMBIA, LLC.

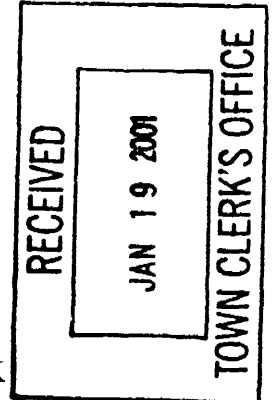
--DATE--	DESCRIPTION-----	TRANS	--AMT-CHG	-AMT-PAID	--BAL-DUE
09/20/2000	SITE PLAN APPROVAL FEE	CHG	100.00		
09/20/2000	REC. CK. #1634	PAID		100.00	
			-----	-----	-----
		TOTAL:	100.00	100.00	0.00



Town of New Windsor

555 Union Avenue
New Windsor, New York 12553
Telephone: (845) 563-4615
Fax: (845) 563-4693

OFFICE OF THE PLANNING BOARD



17 January 2001

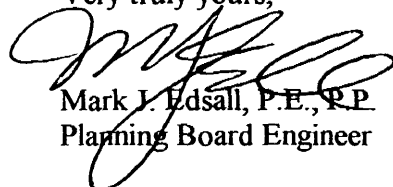
SUBJECT: FIRST COLUMBIA MEDICAL OFFICE SITE PLAN
TOWN OF NEW WINDSOR, ORANGE COUNTY, NEW YORK
(NWPB REF. NO. 00-204)

To all Involved Agencies:

The Town of New Windsor Planning Board has had placed before it an application for Site Plan approval of the First Columbia Medical Office Building project, located off Route 207 within the Town. The project involves, in general, the construction of a 40,000 s.f. office building and related site improvements. It is the opinion of the Town of New Windsor Planning Board that the action is an Unlisted Action under SEQRA. Initially the Planning Board did not believe a permit would be required from the NYSDOT since an existing drive exists at the property. Since that time, it has been determined that the drive must be upgraded, which will require a Highway Work Permit. This letter is written as a request for Lead Agency Coordination as required under Part 617 of the Environmental Conservation Law.

A letter of response with regard to your interest in the position of Lead Agency, as defined by Part 617, Title 6 of the Environmental Conservation Law and the SEQRA review process, sent to the Planning Board at the above address, attention of Mark J. Edsall, P.E., Planning Board Engineer (contact person), would be most appreciated. Should no other involved agency desire the Lead Agency position; it is the desire of the Town of New Windsor Planning Board to assume such role. Should the Planning Board fail to receive a written response requesting Lead Agency within thirty (30) days, it will be understood that you do not have an interest in the Lead Agency position. Thank you for your attention to this matter. Should you have any questions regarding this notice, please feel free to contact the undersigned at the above number or (845) 562-8640.

Very truly yours,



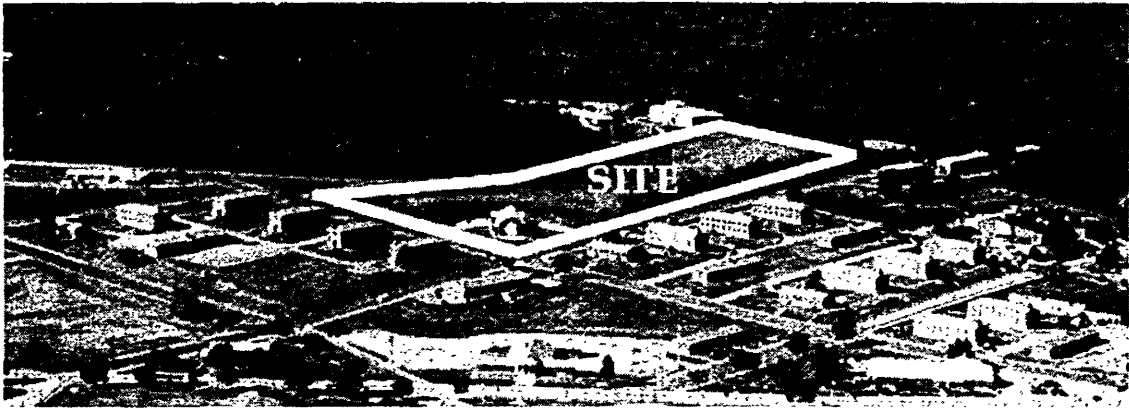
Mark J. Edsall, P.E., P.P.
Planning Board Engineer

NYS Department of Transportation, Poughkeepsie
George J. Meyers, Town of New Windsor Supervisor (w/o encl)
Town of New Windsor Town Clerk (w/o encl)
Myra Mason, Planning Board Secretary
Planning Board Attorney (w/o encl)
Applicant (w/o encl)

Request for Site Plan Approval

for

New York International Plaza – Parcel E



The Applicant, First Columbia, L.L.C. is seeking site plan approval to construct a 88 room hotel, a 110 room hotel, a 60 seat restaurant and a 30,000 s.f. flight training facility building located on approximately 12 acres of land at New York International Plaza. New York International Plaza is located in the Town of New Windsor, Orange County, New York. Approval is being requested to enable First Columbia L.L.C. to coordinate the future development with the proposed reconstruction of International Blvd. and also to provide a marketable site as "Shovel Ready".

New York International Plaza is a proposed redevelopment of the former Stewart Army Subpost lands recently vacated by the Federal Government. The former subpost supported a mixed-use development including approximately:

- 102,000 s.f. Office space
- 177,000 s.f. Housing space
- 133,000 s.f. misc. commercial uses
- 50 room Hotel

Recently the Federal government performed a demolition program reducing the square foot of housing space. Approximately 35,000 s.f of housing space was demolished and restored back to grass area.



FIRST COLUMBIA

Property Overview

First Columbia, L.L.C. is seeking approval to develop the parcel of land bounded by International Blvd., Aviation Ave., World Trade Way and Airport Center Drive, in the Town of New Windsor. The project site is a portion of a lot referenced in the Orange County Tax Maps as 3-1-47, totaling 12 acres. Access to the site is from World Trade Way. A service driveway accesses the flight training facility from Aviation Ave.

Currently, the property is occupied by two vacant structures and paved surface parking. The structures, previous uses and sizes are:

- Bldg. 1700, Chapel – 4600 s.f. w/ basement (to be demolished)
- Bldg. 1708, Headquarters Bldg. – 30,000 s.f. w/ basement

First Columbia L.L.C. has submitted site plans for an addition to the building and expansion of the parking area for building 1708 and received final approval last February. Construction is anticipated to start in the summer of 2000.

The property is located within the Town's Airport -1 (AP-1) zoning district.

Project Overview

Site plan approval is being requested for the full development of Parcel E. All uses in the full development of the parcel are consistent with the Town's zoning designation AP-1 and include:

- 88 Room Hotel
- 110 Room Hotel
- 60 Seat Restaurant
- 30,000 s.f. Flight Training Facility

Four independent buildings are proposed, varying in size and height. Parking is provided at-grade and away from International Blvd. The quantity of parking is provided in accordance with the Town of New Windsor's parking regulations.

Parcel E is within the Town of New Windsor's water and sewer districts. The parcel is serviced by all major utilities including gas, electric, telephone, water and sanitary sewer. It is expected that gas, water, electric and telephone will service the buildings from World Trade Way. The sanitary sewer and storm sewer will exit the parcel on the north side and tie into the



FIRST COLUMBIA

existing systems along International Blvd. The existing utilities have enough excess capacity to provide service to the proposed development.

Site grading is designed to provide positive sheet flow drainage away from the building and either captured in a closed drainage system or open graded drainage swales. The closed drainage system will be in locations where sheet drainage will either cause flow off the property or where grade will prevent positive flow. The rooftops will be drained using internal roof drains and will be hard piped into the site drainage system. The drainage system and swales will tie into the New York International Plaza storm sewer infrastructure and outlet into a regional detention basin. A master stormwater study is currently being generated for the entire New York International Plaza development.

The building tenants will participate in the Town of New Windsor's Recycling Program, minimizing the solid waste disposal quantity. It is not anticipated that any tenant will be storing, producing or disposing of any chemicals or waste not generally associated with professional office use.

The buildings have been laid out along the North building setback line to enhance the approach to the development from International Blvd. Parking is shielded from International Blvd. by the combination of the building locations and elevation difference. Care will be taken in the design to provide a visually appealing approach from International Blvd. and World Trade Way.

Development Conclusions

As proposed, the project will not significantly impact existing support services and utility infrastructure.

Utility Services

Utility services, including water, sanitary sewer, electric and telephone are currently available within the right-of-way of the adjoining roadways, previously servicing the Stewart Army Subpost facilities, including the general offices, housing units, hotel and commercial activities. As the Subpost operated 24 hours a day with personnel living on the base, the demands on services were significant and installations were sized accordingly. Proposed development will



FIRST COLUMBIA

, generate similar service demands over several years, however, it is anticipated that at complete build-out, the existing service capacity will not be exceeded.

Traffic

The existing roadway network was built to accommodate the needs of an operating military base, generating significant residential and commercial traffic. Proposed development will introduce land uses that will generate traffic volumes similar to those encountered on the operating base, however, these volumes will be generated during peak hours only. Additionally, due to the proximity to the Stewart International Airport and the nature of some of the proposed developments, flight training center and hotel conference centers, local support services including taxis and shuttle bus services will also be utilized on the site, reducing total trip generation figures. An estimated trip generation projection has been prepared in accordance with the Institute of Transportation Engineers (ITE) Manual modeling the total build-out of the project, copy attached.

Stormwater Management

The management of stormwater runoff will be accomplished through the installation of a network of on-site catch basins and drain lines discharging into the open swale and pipe system currently located within International Boulevard. The final design of these systems will be incorporated in the site plans developed for individual projects, including pipe sizing, basin locations and specific discharge points. Individual project designs will be coordinated with the Stormwater Master Plan developed for the entire project site, documenting capacity within existing and proposed facilities. Provisions for stormwater detention, as required, will be outlined within the Master Plan and include the utilization of existing basins and discharge facilities. A preliminary Stormwater Management Report is attached, modeling projected runoff flows for both pre and post-development conditions for a 2, 10, 25 and 100-year storm events.



FIRST COLUMBIA



Memo

TO: Chris Bette, P.E., First Columbia, LLC

FROM: Shelly Johnston, P.E., Creighton Manning Engineering, LLP

DATE: June 16, 2000

RE: Mixed Use Project

As requested, Creighton Manning Engineering has completed a trip generation estimate for a mixed use project. We understand the project consists of offices, a hotel, a restaurant and a training facility. Based primarily on information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation*, 6th edition, the proposed development will generate approximately 355 trips during the PM peak hour of adjacent street traffic (110 trips entering and 245 trips exiting). The trip generation estimate is summarized in the following table.

Land Use	Size	ITE LUC	PM PEAK HOUR		
			In	Out	Total
Office	80,000 SF	710	20	99	119
Hotel	198 Rooms	310	55	49	104
Office	30,000 SF	710	8	37	45
Restaurant	60 Seat	832	15	10	25
Training Facility	30,000 SF	*	12	50	62
TOTAL			110	245	355

* There is no ITE data for training facilities. The trip generation for the training facility was estimated based on the approximate number of students and instructors in a 30,000 SF facility.

Stormwater Management

Stewart Development- Parcel "E"

Town of New Windsor, Orange County, NY

BL Companies

00N281

Drainage Area #1 Summary

	Pre-development Peak Flow (cfs)	Post-development Peak Flow (cfs)	Runoff Volume Pre-development (ft ³)	Runoff Volume Post-development (ft ³)	Increase in Runoff Volume (ft ³)
2 Year	10.42	17.09	44,431.2	49,658.4	5,227.2
10 Year	20.27	31.52	85,377.6	91,040.4	5,662.8
25 Year	25.29	38.77	106,286.4	111,949.2	5,662.8
100 Year	30.32	45.98	127,195.2	132,858.0	5,662.8

Drainage Area #2 Summary

	Pre-development Peak Flow (cfs)	Post-development Peak Flow (cfs)	Runoff Volume Pre-development (ft ³)	Runoff Volume Post-development (ft ³)	Increase in Runoff Volume (ft ³)
2 Year	14.76	25.52	59,241.6	68,389.2	9,147.6
10 Year	27.75	44.82	111,078.0	120,225.6	9,147.6
25 Year	34.31	54.61	137,214.0	145,926.0	8,712.0
100 Year	40.86	64.20	163,350.0	172,062.0	8,712.0

WATERSHED ROUTING =====



CATCHMENT 1
SUBCATCHMENT 2

= DRAINAGE AREA #1
= DRAINAGE AREA #2

->
->

Data for STEWART-PARCEL E PRE

TYPE III 24-HOUR RAINFALL= 3.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

RUNOFF BY SCS TR-20 METHOD: TYPE III 24-HOUR RAINFALL= 3.50 IN, SCS U.H.

RUNOFF SPAN = 10-20 HRS, dt= .05 HRS, 201 POINTS

SUBCAT NUMBER	AREA (ACRE)	Tc (MIN)	--GROUND COVERS (%CN) --	WGT'D CN	C	PEAK (CFS)	Tpeak (HRS)	VOL (AF)
1	7.16	20.3	20%98 80%79	83	-	10.42	12.26	1.02
2	8.89	18.0	33%98 67%79	85	-	14.76	12.22	1.36

Data for STEWART-PARCEL E PRE

TYPE III 24-HOUR RAINFALL= 3.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

SUBCATCHMENT 1

DRAINAGE AREA #1

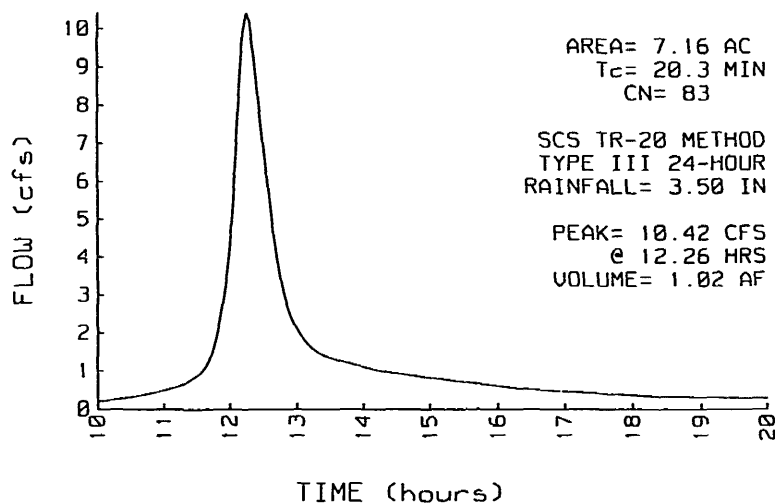
PEAK= 10.42 CFS @ 12.26 HRS, VOLUME= 1.02 AF

ACRES	CN	
1.44	98	IMPERVIOUS
5.72	79	GRASS, FAIR, SOIL C
7.16	83	

SCS TR-20 METHOD
TYPE III 24-HOUR
RAINFALL= 3.50 IN
SPAN= 10-20 HRS, dt=.05 HRS

Method	Comment	Tc (min)
TR-55 SHEET FLOW	PATH 1	16.1
Grass: Short n=.15 L=300' P2=3.5 in s=.0467 '/'		
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 2	3.5
Short Grass Pasture Kv=7 L=497' s=.1157 '/' V=2.38 fps		
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 3	.7
Paved Kv=20.3282 L=174' s=.0431 '/' V=4.22 fps		
Total Length= 971 ft		Total Tc= 20.3

SUBCATCHMENT 1 RUNOFF
DRAINAGE AREA #1



Data for STEWART-PARCEL E PRE

TYPE III 24-HOUR RAINFALL= 3.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

SUBCATCHMENT 2

DRAINAGE AREA #2

PEAK= 14.76 CFS @ 12.22 HRS, VOLUME= 1.36 AF

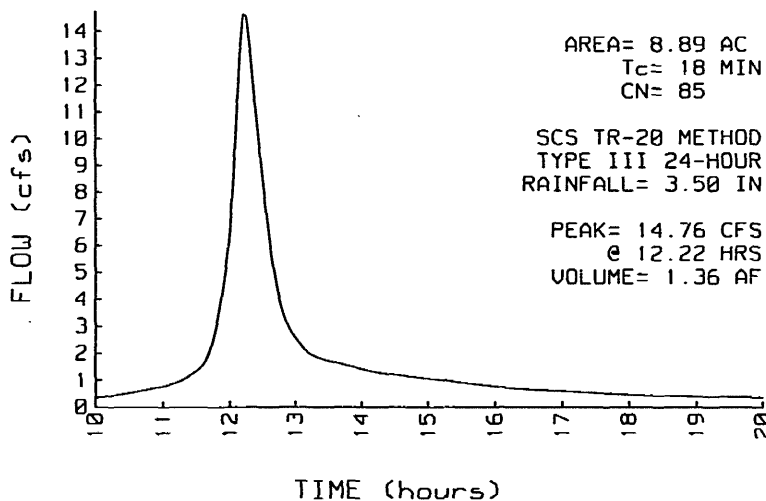
ACRES	CN	
2.96	98	IMPERVIOUS
5.93	79	GRASS, FAIR, SOIL C
8.89	85	

SCS TR-20 METHOD
TYPE III 24-HOUR
RAINFALL= 3.50 IN
SPAN= 10-20 HRS, dt=.05 HRS

Method	Comment	Tc (min)
TR-55 SHEET FLOW	PATH 1	13.1
Grass: Short n=.15 L=300' P2=3.5 in s=.0783 '/'		
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 2	4.8
Short Grass Pasture Kv=7 L=572' s=.0822 '/'	V=2.01 fps	
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 3	.1
Paved Kv=20.3282 L=17' s=.01 '/'	V=2.03 fps	

Total Length= 889 ft Total Tc= 18.0

SUBCATCHMENT 2 RUNOFF
DRAINAGE AREA #2



Data for STEWART-PARCEL E PRE

TYPE III 24-HOUR RAINFALL= 5.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

RUNOFF BY SCS TR-20 METHOD: TYPE III 24-HOUR RAINFALL= 5.50 IN, SCS U.H.

RUNOFF SPAN = 10-20 HRS, dt= .05 HRS, 201 POINTS

SUBCAT NUMBER	AREA (ACRE)	Tc (MIN)	--GROUND COVERS (%CN)--	WGT'D CN	C	PEAK (CFS)	Tpeak (HRS)	VOL (AF)
1	7.16	20.3	20%98 80%79	83	-	20.27	12.25	1.96
2	8.89	18.0	33%98 67%79	85	-	27.75	12.22	2.55

Data for STEWART-PARCEL E PRE

TYPE III 24-HOUR RAINFALL= 5.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

SUBCATCHMENT 1

DRAINAGE AREA #1

PEAK= 20.27 CFS @ 12.25 HRS, VOLUME= 1.96 AF

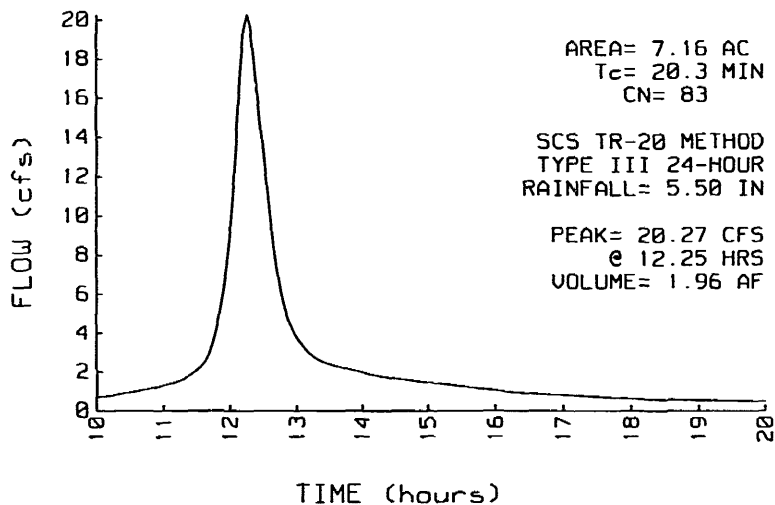
ACRES	CN
1.44	98
5.72	79
7.16	83

IMPERVIOUS
GRASS, FAIR, SOIL C

SCS TR-20 METHOD
TYPE III 24-HOUR
RAINFALL= 5.50 IN
SPAN= 10-20 HRS, dt=.05 HRS

Method	Comment	Tc (min)
TR-55 SHEET FLOW	PATH 1	16.1
Grass: Short n=.15 L=300' P2=3.5 in s=.0467 '/'		
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 2	3.5
Short Grass Pasture Kv=7 L=497' s=.1157 '/'	V=2.38 fps	
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 3	.7
Paved Kv=20.3282 L=174' s=.0431 '/'	V=4.22 fps	
Total Length= 971 ft		Total Tc= 20.3

SUBCATCHMENT 1 RUNOFF
DRAINAGE AREA #1



Data for STEWART-PARCEL E PRE

TYPE III 24-HOUR RAINFALL= 5.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

SUBCATCHMENT 2

DRAINAGE AREA #2

PEAK= 27.75 CFS @ 12.22 HRS, VOLUME= 2.55 AF

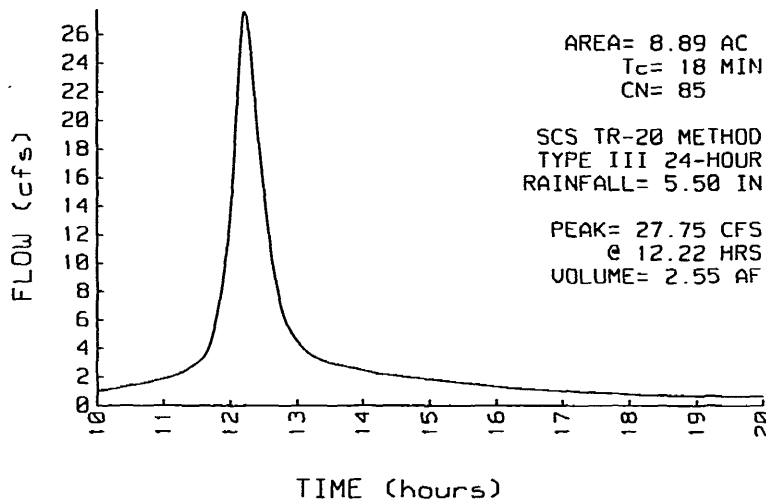
ACRES	CN	
2.96	98	IMPERVIOUS
5.93	79	GRASS, FAIR, SOIL C
8.89	85	

SCS TR-20 METHOD
TYPE III 24-HOUR
RAINFALL= 5.50 IN
SPAN= 10-20 HRS, dt=.05 HRS

Method	Comment	Tc (min)
TR-55 SHEET FLOW	PATH 1	13.1
Grass: Short n=.15 L=300' P2=3.5 in s=.0783 '/'		
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 2	4.8
Short Grass Pasture Kv=7 L=572' s=.0822 '/'	V=2.01 fps	
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 3	.1
Paved Kv=20.3282 L=17' s=.01 '/'	V=2.03 fps	

Total Length= 889 ft Total Tc= 18.0

SUBCATCHMENT 2 RUNOFF
DRAINAGE AREA #2



Data for STEWART-PARCEL E PRE

TYPE III 24-HOUR RAINFALL= 6.50 IN

Prepared by BL COMPANIES

16 Jun

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

RUNOFF BY SCS TR-20 METHOD: TYPE III 24-HOUR RAINFALL= 6.50 IN, SCS U.H.

RUNOFF SPAN = 10-20 HRS, dt= .05 HRS, 201 POINTS

SUBCAT NUMBER	AREA (ACRE)	Tc (MIN)	--GROUND COVERS (%CN)--	WGT'D CN	C	PEAK (CFS)	Tpeak (HRS)	VO (
1	7.16	20.3	20%98 80%79	83	-	25.29	12.25	2.4
2	8.89	18.0	33%98 67%79	85	-	34.31	12.22	3.1

Data for STEWART-PARCEL E PRE

TYPE III 24-HOUR RAINFALL= 6.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

SUBCATCHMENT 1

DRAINAGE AREA #1

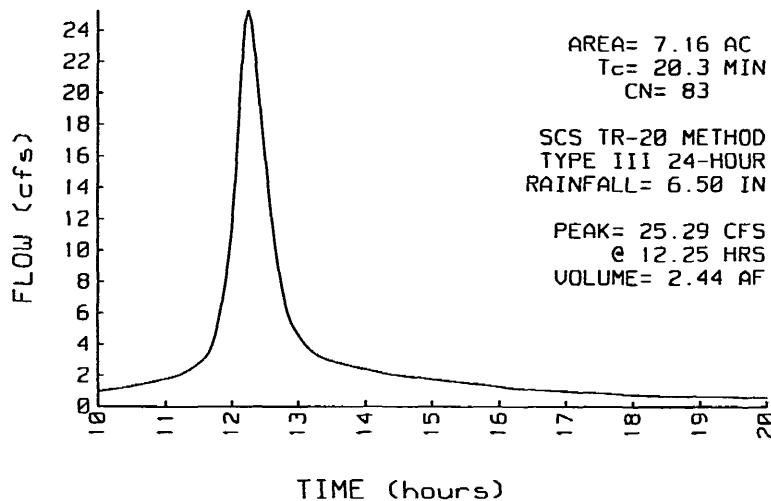
PEAK= 25.29 CFS @ 12.25 HRS, VOLUME= 2.44 AF

ACRES	CN	
1.44	98	IMPERVIOUS
5.72	79	GRASS, FAIR, SOIL C
7.16	83	

SCS TR-20 METHOD
TYPE III 24-HOUR
RAINFALL= 6.50 IN
SPAN= 10-20 HRS, dt=.05 HRS

Method	Comment	Tc (min)
TR-55 SHEET FLOW	PATH 1	16.1
Grass: Short n=.15 L=300' P2=3.5 in s=.0467 '/'		
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 2	3.5
Short Grass Pasture Kv=7 L=497' s=.1157 '/' V=2.38 fps		
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 3	.7
Paved Kv=20.3282 L=174' s=.0431 '/' V=4.22 fps		
Total Length= 971 ft		Total Tc= 20.3

SUBCATCHMENT 1 RUNOFF
DRAINAGE AREA #1



Data for STEWART-PARCEL E PRE

TYPE III 24-HOUR RAINFALL= 6.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

SUBCATCHMENT 2

DRAINAGE AREA #2

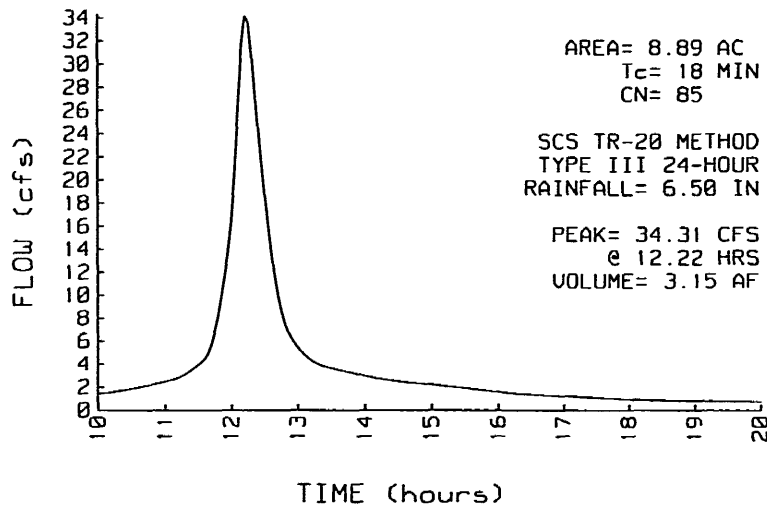
PEAK= 34.31 CFS @ 12.22 HRS, VOLUME= 3.15 AF

ACRES	CN	
2.96	98	IMPERVIOUS
5.93	79	GRASS, FAIR, SOIL C
8.89	85	

SCS TR-20 METHOD
TYPE III 24-HOUR
RAINFALL= 6.50 IN
SPAN= 10-20 HRS, dt=.05 HRS

Method	Comment	Tc (min)
TR-55 SHEET FLOW	PATH 1	13.1
Grass: Short n=.15 L=300' P2=3.5 in s=.0783 '/'		
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 2	4.8
Short Grass Pasture Kv=7 L=572' s=.0822 '/' V=2.01 fps		
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 3	.1
Paved Kv=20.3282 L=17' s=.01 '/' V=2.03 fps		
Total Length= 889 ft		Total Tc= 18.0

SUBCATCHMENT 2 RUNOFF
DRAINAGE AREA #2



Data for STEWART-PARCEL E PRE

TYPE III 24-HOUR RAINFALL= 7.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

RUNOFF BY SCS TR-20 METHOD: TYPE III 24-HOUR RAINFALL= 7.50 IN, SCS U.H.

RUNOFF SPAN = 10-20 HRS, dt= .05 HRS, 201 POINTS

SUBCAT NUMBER	AREA (ACRE)	Tc (MIN)	--GROUND COVERS (%CN)--	WGT'D CN	C	PEAK (CFS)	Tpeak (HRS)	VOL (AF)
1	7.16	20.3	20%98 80%79	83	-	30.32	12.25	2.92
2	8.89	18.0	33%98 67%79	85	-	40.86	12.22	3.75

Data for STEWART-PARCEL E PRE

TYPE III 24-HOUR RAINFALL= 7.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

SUBCATCHMENT 1

DRAINAGE AREA #1

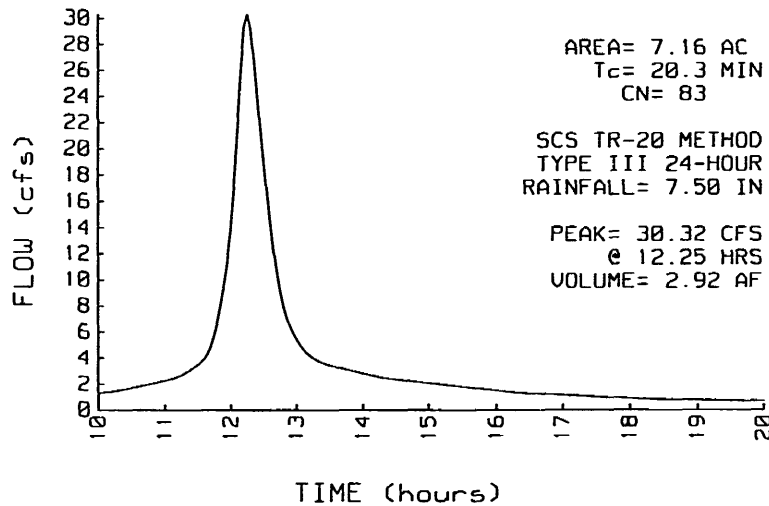
PEAK= 30.32 CFS @ 12.25 HRS, VOLUME= 2.92 AF

ACRES	CN	
1.44	98	IMPERVIOUS
5.72	79	GRASS, FAIR, SOIL C
7.16	83	

SCS TR-20 METHOD
TYPE III 24-HOUR
RAINFALL= 7.50 IN
SPAN= 10-20 HRS, dt=.05 HRS

Method	Comment	Tc (min)
TR-55 SHEET FLOW	PATH 1	16.1
Grass: Short n=.15 L=300' P2=3.5 in s=.0467 '/'		
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 2	3.5
Short Grass Pasture Kv=7 L=497' s=.1157 '/'	V=2.38 fps	
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 3	.7
Paved Kv=20.3282 L=174' s=.0431 '/'	V=4.22 fps	
Total Length= 971 ft		Total Tc= 20.3

SUBCATCHMENT 1 RUNOFF
DRAINAGE AREA #1



Data for STEWART-PARCEL E PRE

TYPE III 24-HOUR RAINFALL= 7.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

SUBCATCHMENT 2

DRAINAGE AREA #2

PEAK= 40.86 CFS @ 12.22 HRS, VOLUME= 3.75 AF

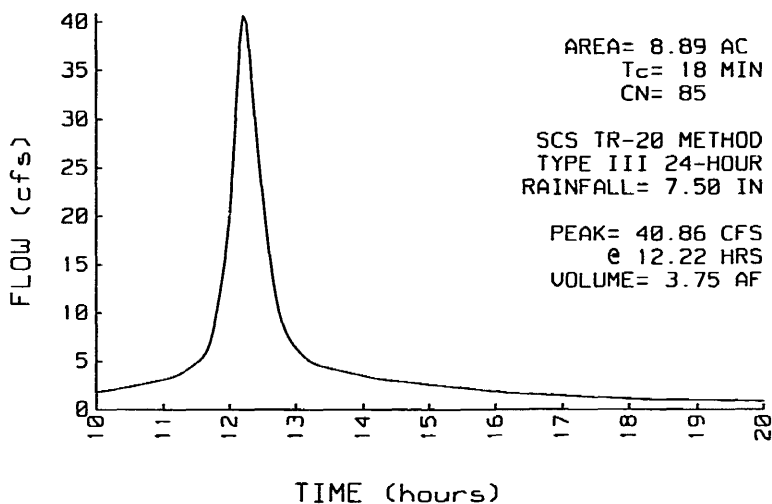
ACRES	CN	
2.96	98	IMPERVIOUS
5.93	79	GRASS, FAIR, SOIL C
8.89	85	

SCS TR-20 METHOD
TYPE III 24-HOUR
RAINFALL= 7.50 IN
SPAN= 10-20 HRS, dt=.05 HRS

Method	Comment	Tc (min)
TR-55 SHEET FLOW	PATH 1	13.1
Grass: Short n=.15 L=300' P2=3.5 in s=.0783 '/'		
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 2	4.8
Short Grass Pasture Kv=7 L=572' s=.0822 '/' V=2.01 fps		
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 3	.1
Paved Kv=20.3282 L=17' s=.01 '/' V=2.03 fps		

Total Length= 889 ft Total Tc= 18.0

**SUBCATCHMENT 2 RUNOFF
DRAINAGE AREA #2**



Data for STEWART-PARCEL E POST

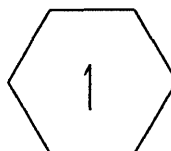
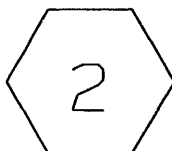
TYPE III 24-HOUR RAINFALL= 3.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

WATERSHED ROUTING



SUBCATCHMENT



REACH



POND



LINK

SUBCATCHMENT 1

= DRAINAGE AREA #1

->

SUBCATCHMENT 2

= DRAINAGE AREA #2

->

Data for STEWART-PARCEL E POST

TYPE III 24-HOUR RAINFALL= 3.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

RUNOFF BY SCS TR-20 METHOD: TYPE III 24-HOUR RAINFALL= 3.50 IN, SCS U.H.

RUNOFF SPAN = 10-20 HRS, dt= .05 HRS, 201 POINTS

SUBCAT NUMBER	AREA (ACRE)	Tc (MIN)	--GROUND COVERS (%CN)--	WGT'D CN	C	PEAK (CFS)	Tpeak (HRS)	VOL (AF)
1	7.16	6.3	38%98 62%79	86	-	17.09	12.07	1.14
2	8.89	3.3	64%98 36%74	89	-	25.52	12.03	1.57

Data for STEWART-PARCEL E POST

TYPE III 24-HOUR RAINFALL= 3.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

SUBCATCHMENT 1

DRAINAGE AREA #1

PEAK= 17.09 CFS @ 12.07 HRS, VOLUME= 1.14 AF

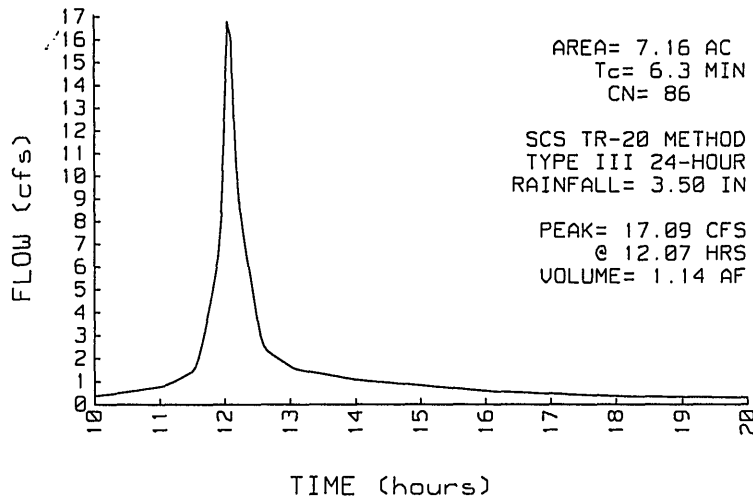
ACRES	CN
2.69	98
4.47	79
7.16	86

IMPERVIOUS
GRASS, GOOD, SOIL C

SCS TR-20 METHOD
TYPE III 24-HOUR
RAINFALL= 3.50 IN
SPAN= 10-20 HRS, dt=.05 HRS

Method	Comment	Tc (min)
TR-55 SHEET FLOW	PATH 1	2.3
Grass: Short n=.15 L=70' P2=3.5 in s=.3429 '/'		
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 2	4.0
Paved Kv=20.3282 L=931' s=.0356 '/' V=3.84 fps		
Total Length= 1001 ft		----- Total Tc= 6.3

SUBCATCHMENT 1 RUNOFF
DRAINAGE AREA #1



Data for STEWART-PARCEL E POST

TYPE III 24-HOUR RAINFALL= 3.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

SUBCATCHMENT 2

DRAINAGE AREA #2

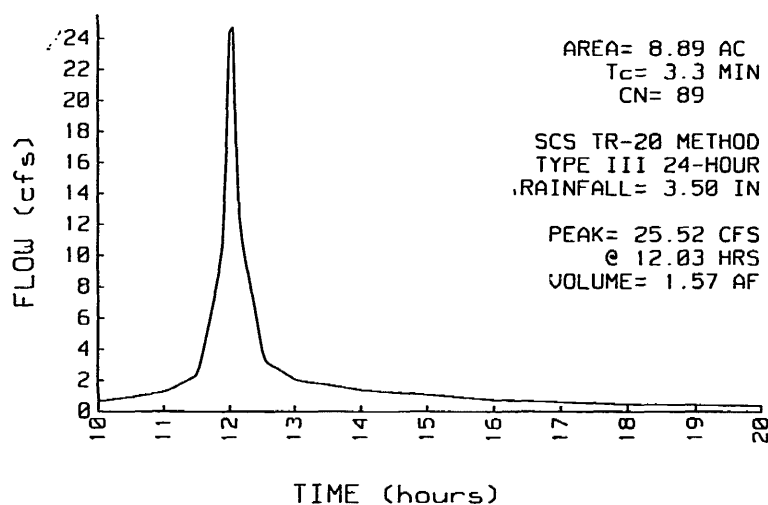
PEAK= 25.52 CFS @ 12.03 HRS, VOLUME= 1.57 AF

ACRES	CN	
5.68	98	IMPERVIOUS
3.21	74	GRASS, GOOD, SOIL C
8.89	89	

SCS TR-20 METHOD
TYPE III 24-HOUR
RAINFALL= 3.50 IN
SPAN= 10-20 HRS, dt=.05 HRS

Method	Comment	Tc (min)
TR-55 SHEET FLOW	PATH 1	1.8
Smooth surfaces n=.011 L=300'	P2=3.5 in s=.0567 '/'	
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 2	1.5
Paved Kv=20.3282 L=400' s=.05	/' V=4.55 fps	
Total Length= 700 ft		Total Tc= 3.3

SUBCATCHMENT 2 RUNOFF
DRAINAGE AREA #2



Data for STEWART-PARCEL E POST

TYPE III 24-HOUR RAINFALL= 5.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

RUNOFF BY SCS TR-20 METHOD: TYPE III 24-HOUR RAINFALL= 5.50 IN, SCS U.H.

RUNOFF SPAN = 10-20 HRS, dt= .05 HRS, 201 POINTS

SUBCAT NUMBER	AREA (ACRE)	Tc (MIN)	--GROUND COVERS (%CN)--	WGT'D CN	C	PEAK (CFS)	Tpeak (HRS)	VOL (AF)
1	7.16	6.3	38%98 62%79	86	-	31.52	12.07	2.09
2	8.89	3.3	64%98 36%74	89	-	44.82	12.03	2.76

Data for STEWART-PARCEL E POST

TYPE III 24-HOUR RAINFALL= 5.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

SUBCATCHMENT 1

DRAINAGE AREA #1

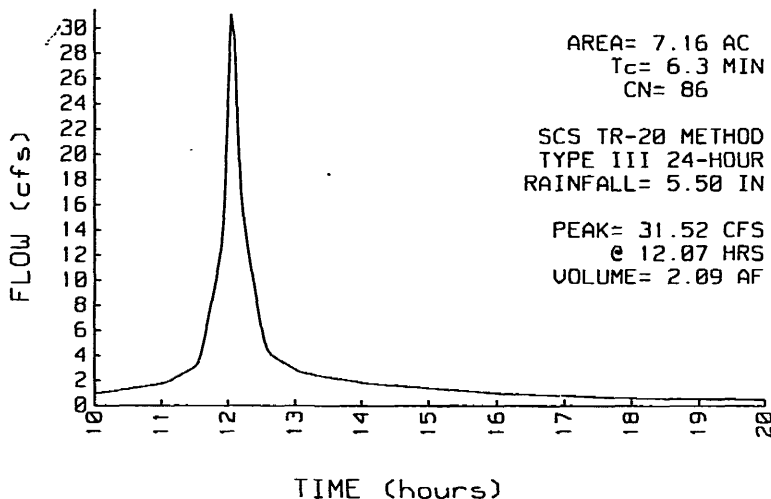
PEAK= 31.52 CFS @ 12.07 HRS, VOLUME= 2.09 AF

ACRES	CN	
2.69	98	IMPERVIOUS
4.47	79	GRASS, GOOD, SOIL C
7.16	86	

SCS TR-20 METHOD
TYPE III 24-HOUR
RAINFALL= 5.50 IN
SPAN= 10-20 HRS, dt=.05 HRS

Method	Comment	Tc (min)
TR-55 SHEET FLOW	PATH 1	2.3
Grass: Short n=.15 L=70' P2=3.5 in s=.3429 '/'		
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 2	4.0
Paved Kv=20.3282 L=931' s=.0356 '/' V=3.84 fps		
Total Length= 1001 ft		Total Tc= 6.3

SUBCATCHMENT 1 RUNOFF
DRAINAGE AREA #1



Data for STEWART-PARCEL E POST

TYPE III 24-HOUR RAINFALL= 5.50 IN

Prepared by BL COMPANIES

16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

SUBCATCHMENT 2

DRAINAGE AREA #2

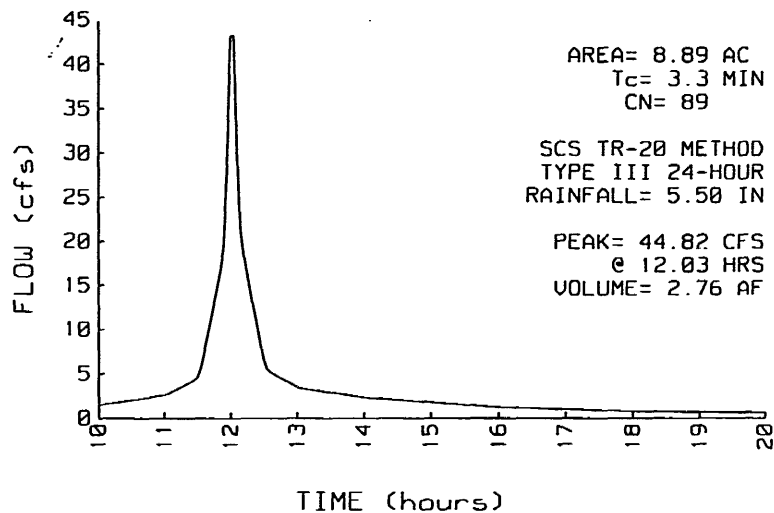
PEAK= 44.82 CFS @ 12.03 HRS, VOLUME= 2.76 AF

ACRES	CN	
5.68	98	IMPERVIOUS
3.21	74	GRASS, GOOD, SOIL C
8.89	89	

SCS TR-20 METHOD
TYPE III 24-HOUR
RAINFALL= 5.50 IN
SPAN= 10-20 HRS, dt=.05 HRS

Method	Comment	Tc (min)
TR-55 SHEET FLOW	PATH 1	1.8
Smooth surfaces n=.011 L=300'	P2=3.5 in s=.0567 '/'	
SHALLOW CONCENTRATED/UPLAND FLOW	PATH 2	1.5
Paved Kv=20.3282 L=400' s=.05 '/'	V=4.55 fps	
Total Length= 700 ft		Total Tc= 3.3

SUBCATCHMENT 2 RUNOFF
DRAINAGE AREA #2



Data for STEWART-PARCEL E POST

TYPE III 24-HOUR RAINFALL= 6.50 IN

Prepared by BL COMPANIES

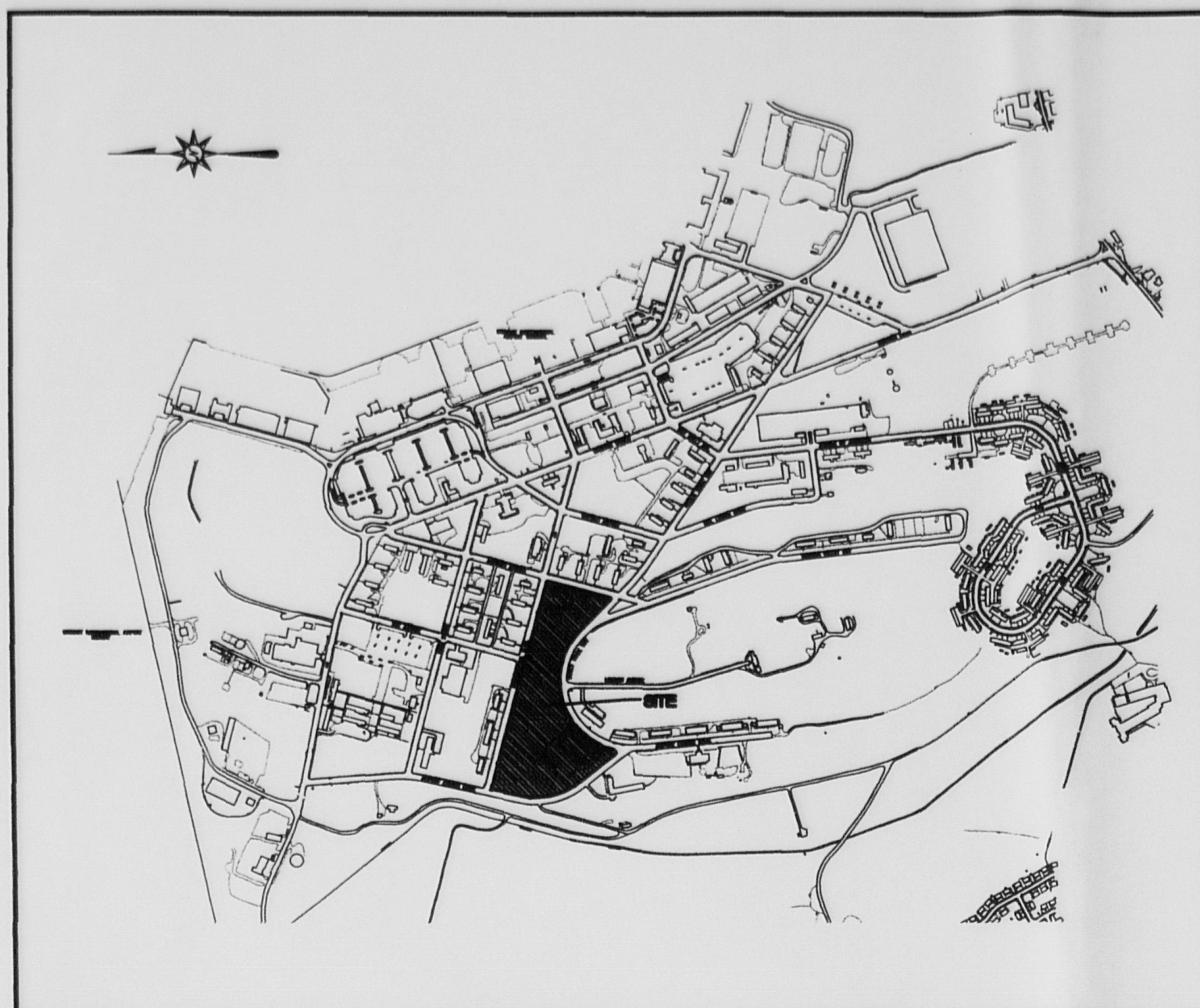
16 Jun 00

HydroCAD 5.01 000657 (c) 1986-1998 Applied Microcomputer Systems

RUNOFF BY SCS TR-20 METHOD: TYPE III 24-HOUR RAINFALL= 6.50 IN, SCS U.H.

RUNOFF SPAN = 10-20 HRS, dt= .05 HRS, 201 POINTS

SUBCAT NUMBER	AREA (ACRE)	Tc (MIN)	--GROUND COVERS (%CN) --	WGT'D CN	C	PEAK (CFS)	Tpeak (HRS)	VOL (AF)
1	7.16	6.3	38%98 62%79	86	-	38.77	12.06	2.57
2	8.89	3.3	64%98 36%74	89	-	54.61	12.02	3.35



AREA MAP
SCALE: 1"=1,000'

SITE PLAN SUBMITTAL DOCUMENTS

PARCEL 'E' DEVELOPMENT PLAN TAX PARCEL I.D. 3-1-47

NEW YORK INTERNATIONAL PLAZA TOWN OF NEW WINDSOR ORANGE COUNTY NEW YORK

APPLICANT:



210 WASHINGTON AVE. EXT.
ALBANY, NEW YORK 12203
(518) 452-1664
(518) 452-1679 Fax

PREPARED BY:



ARCHITECTURE ENGINEERING PLANNING LANDSCAPE ARCHITECTURE
LAND SURVEYING ENVIRONMENTAL SCIENCES ANALYTICAL SERVICES

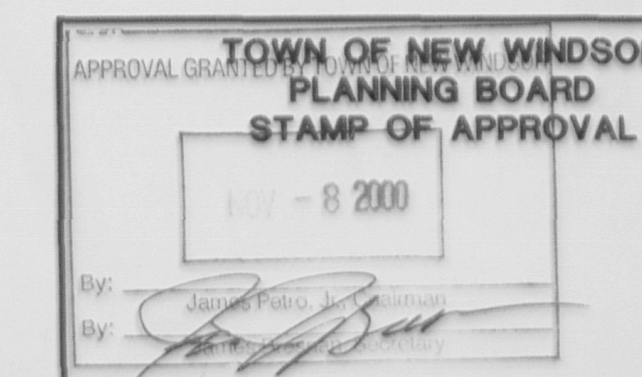
80 Washington Street, Suite 310
Poughkeepsie, NY 12601
(914) 485-7088
(914) 485-7131 Fax

DATES

ISSUE DATE: JUNE 23, 2000
REVISION DATE: JULY 13, 2000

CONTENTS

BM-1	TITLE SHEET
EX-1	500' BOUNDARY MAP
DM-1	EXISTING CONDITIONS PLAN
SP-1	DEMOLITION PLAN
GU-1	SITE MASTER PLAN
DN-1, 2	CONCEPTUAL GRADING AND UTILITIES PLAN
	DETAIL SHEETS



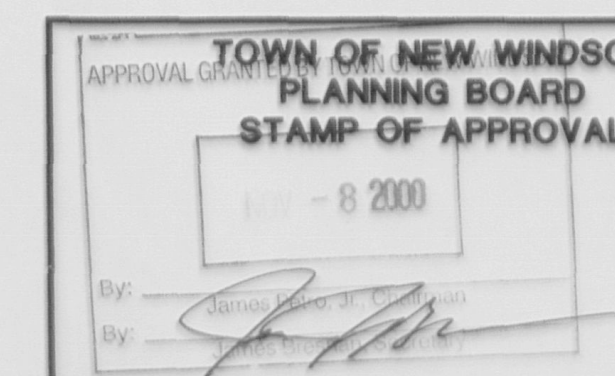
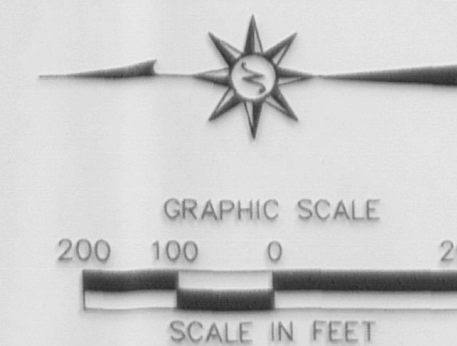
00-201

500' BOUNDARY MAP
PARCEL "E" DEVELOPMENT
NEW YORK INTERNATIONAL PLAZA
ORANGE COUNTY, NEW YORK
TOWN OF NEW WINDSOR

REVISIONS	Desc.
No.	Date
Designed	T.J.O.
Drawn	T.J.O.
Checked	R.E.M.
Approved	R.A.L.
Scale	1"=200'
Project No.	00N281
Date	6/23/00
CAD File	BMN28101

Sheet No.

BM-1

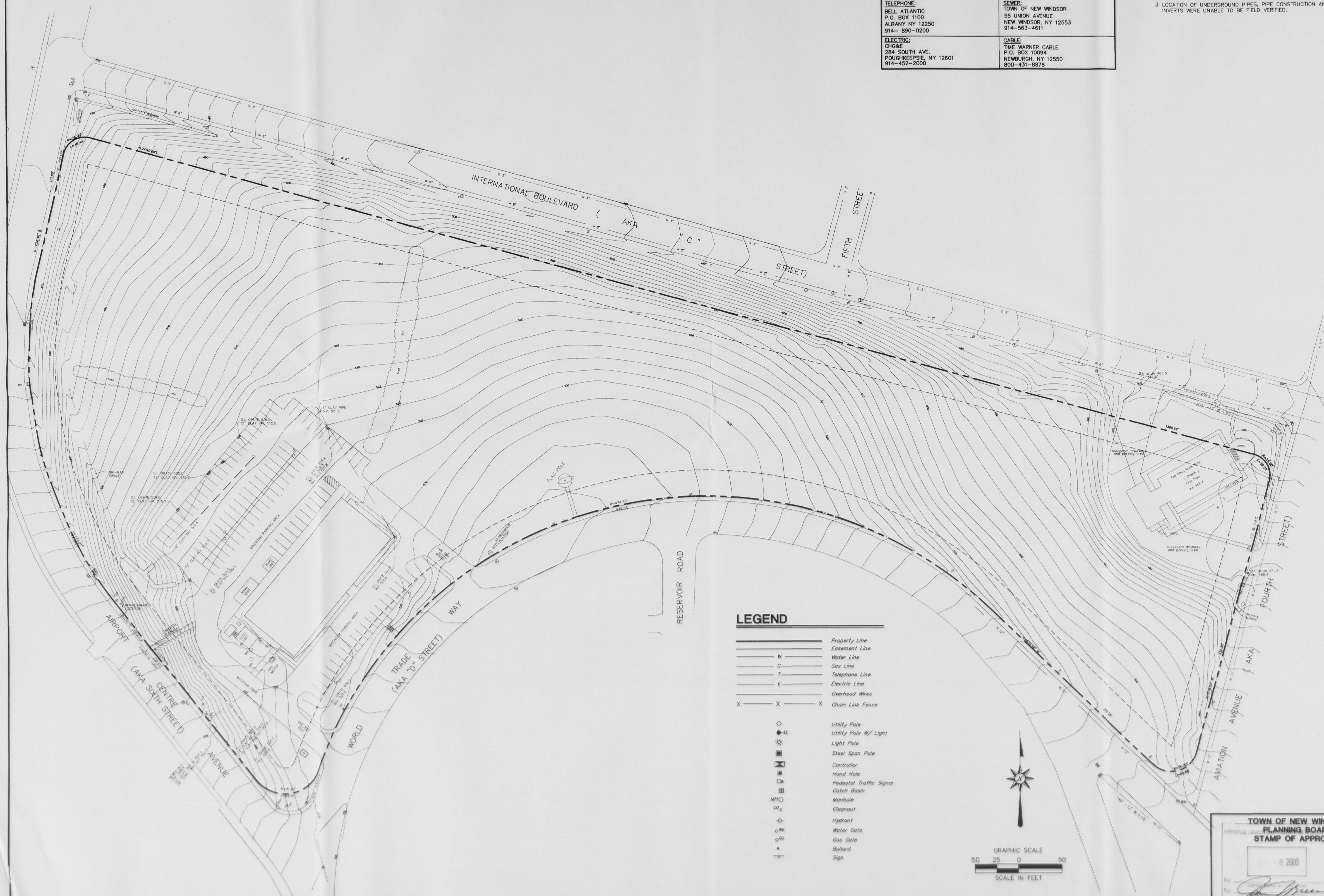


UTILITY INFORMATION

GAS: CHG&E 284 SOUTH AVE. POUGHKEEPSIE, NY 12601 914-452-2000	WATER: TOWN OF NEW WINDSOR 55 UNION AVENUE NEW WINDSOR, NY 12553 914-563-4611
TELEPHONE: BELL ATLANTIC P.O. BOX 1100 ALBANY NY 12250 914- 890-0200	SEWER: TOWN OF NEW WINDSOR 55 UNION AVENUE NEW WINDSOR, NY 12553 914-563-4611
ELECTRIC: CHG&E 284 SOUTH AVE. POUGHKEEPSIE, NY 12601 914-452-2000	CABLE: TIME WARNER CABLE P.O. BOX 10094 NEWBURGH, NY 12550 800-431-8878

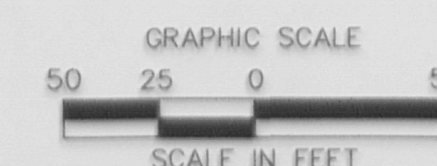
GENERAL NOTES

- BOUNDARY INFORMATION TAKEN FROM MAP ENTITLED "REAL PROPERTY LAND ACQUISITION SURVEYS FOR TOWN OF NEW WINDSOR", PREPARED BY EDWARD ZAVACK, L.L.S. DATED OCTOBER 1, 1999.
- TOPOGRAPHIC INFORMATION TAKEN FROM ARIAL TOPOGRAPHIC MAP PROVIDED BY FIRST COLUMBIA.
- LOCATION OF UNDERGROUND PIPES, PIPE CONSTRUCTION AND PIPE INVERTS WERE UNABLE TO BE FIELD VERIFIED.



LEGEND

—	Property Line
—	Easement Line
W	Water Line
G	Gas Line
T	Telephone Line
E	Electric Line
—	Overhead Wires
X — X — X	Chain Link Fence
○	Utility Pole
●	Utility Pole w/ Light
★	Light Pole
■	Steel Span Pole
□	Controller
□	Hand Hole
□	Pedestal Traffic Signal
□	Catch Basin
□	Manhole
□	Cleanout
□	Hydrant
□	Water Gate
□	Gas Gate
□	Ballard
□	Sign

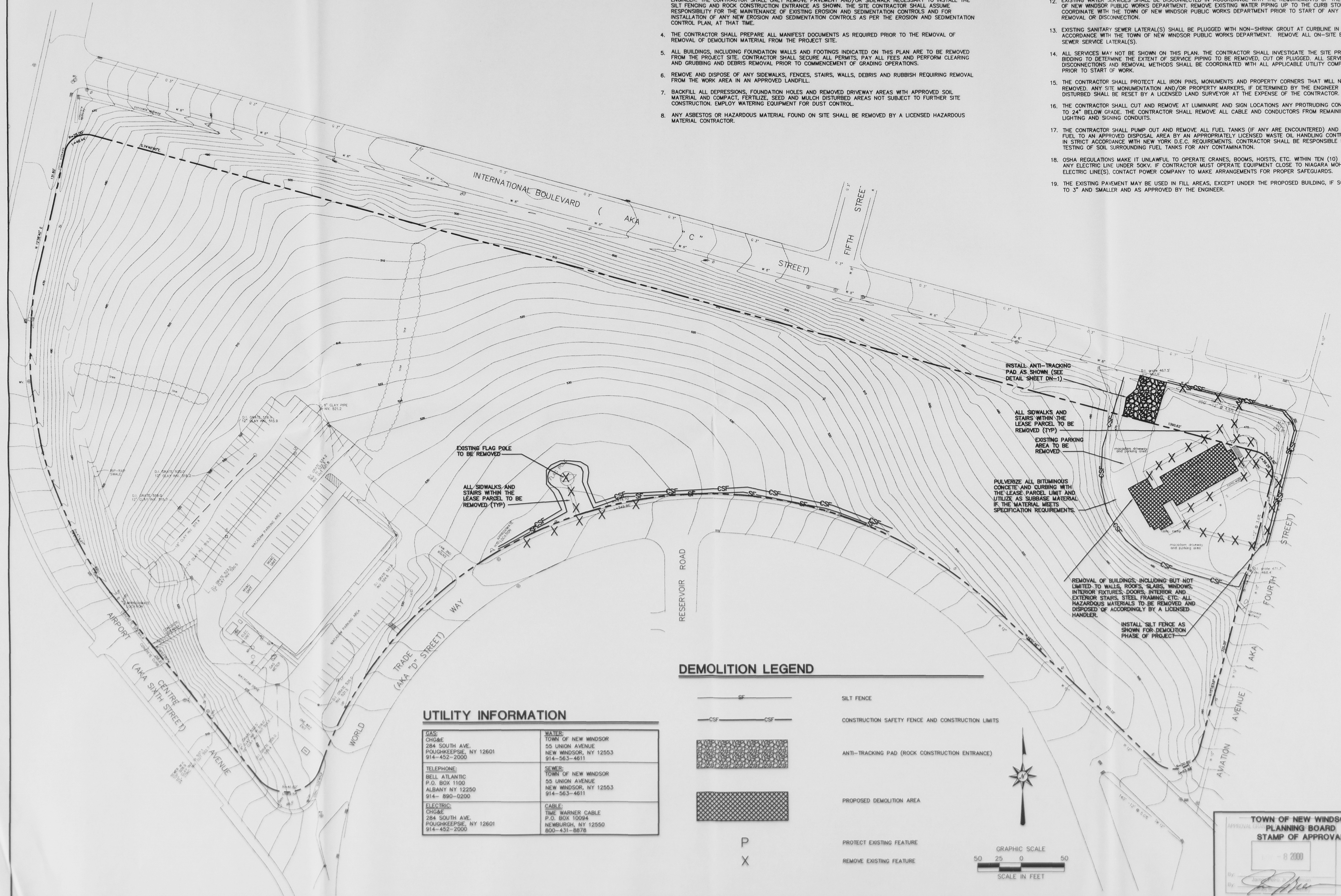


TOWN OF NEW WINDSOR
PLANNING BOARD
STAMP OF APPROVAL

By: [Signature]
Date: 8/2000

GENERAL NOTES

1. THE CONTRACTOR SHALL SECURE ALL REQUIRED PERMITS FROM ALL APPLICABLE AGENCIES FOR DEMOLITION AND DISPOSAL OF DEMOLITION MATERIAL TO BE REMOVED FROM THE SITE. THE CONTRACTOR SHALL POST BONDS AND PAY PERMIT FEES AS REQUIRED. BUILDING DEMOLITION CONTRACTOR SHALL BE RESPONSIBLE FOR PERMITS AND DISPOSAL OF ALL BUILDING DEMOLITION DEBRIS.
2. PRIOR TO COMMENCEMENT OF DEMOLITION ACTIVITIES, THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES TO VERIFY THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES. THE CONTRACTOR SHALL CALL "CALL BEFORE YOU DIG" AT 1-800-962-7962, 72 HOURS PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR, PRIOR TO START OF WORK, SHALL INSTALL AND KEEP EROSION CONTROL MEASURES IN PLACE UNTIL THE COMMENCEMENT OF SITE DEVELOPMENT CONSTRUCTION, OR AS DEEMED NECESSARY BY THE ENGINEER. THE CONTRACTOR SHALL ONLY REMOVE PAVEMENT AND/OR SIDEWALK NECESSARY TO INSTALL THE SILT FENCING AND ROCK CONSTRUCTION ENTRANCE AS SHOWN. THE SITE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR THE MAINTENANCE OF EXISTING EROSION AND SEDIMENTATION CONTROLS AND FOR INSTALLATION OF ANY NEW EROSION AND SEDIMENTATION CONTROLS AS PER THE EROSION AND SEDIMENTATION CONTROL PLAN, AT THAT TIME.
4. THE CONTRACTOR SHALL PREPARE ALL MANIFEST DOCUMENTS AS REQUIRED PRIOR TO THE REMOVAL OF REMOVAL OF DEMOLITION MATERIAL FROM THE PROJECT SITE.
5. ALL BUILDINGS, INCLUDING FOUNDATION WALLS AND FOOTINGS INDICATED ON THIS PLAN ARE TO BE REMOVED FROM THE PROJECT SITE. CONTRACTOR SHALL SECURE ALL PERMITS, PAY ALL FEES AND PERFORM CLEARING AND GRUBBING AND DEBRIS REMOVAL PRIOR TO COMMENCEMENT OF GRADING OPERATIONS.
6. REMOVE AND DISPOSE OF ANY SIDEWALKS, FENCES, STAIRS, WALLS, DEBRIS AND RUBBISH REQUIRING REMOVAL FROM THE WORK AREA IN AN APPROVED LANDFILL.
7. BACKFILL ALL DEPRESSIONS, FOUNDATION HOLES AND REMOVED DRIVEWAY AREAS WITH APPROVED SOIL MATERIAL AND COMPACT, FERTILIZE, SEED AND MULCH DISTURBED AREAS NOT SUBJECT TO FURTHER SITE CONSTRUCTION. EMPLOY WATERING EQUIPMENT FOR DUST CONTROL.
8. ANY ASBESTOS OR HAZARDOUS MATERIAL FOUND ON SITE SHALL BE REMOVED BY A LICENSED HAZARDOUS MATERIAL CONTRACTOR.
9. EROSION AND SEDIMENT CONTROLS AS SHOWN ON THE DEMOLITION PLAN SHALL BE IN PLACE PRIOR TO START OF DEMOLITION OR CLEARING AND GRUBBING OPERATIONS.
10. UTILITY LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATELY LOCATED FROM FIELD SURVEYS OR UTILITY COMPANY RECORDS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE EXACT LOCATION AND DEPTH OF ALL UTILITY LINES PRIOR TO START OF DEMOLITION.
11. THE CONTRACTOR SHALL SUBMIT DISCONNECT NOTIFICATION TO THE TOWN OF NEW WINDSOR WATER AND SEWER AUTHORITY, AND ALL ASSOCIATED UTILITY COMPANIES PERTAINING TO THIS SITE AT LEAST THREE (3) WEEKS PRIOR TO BEGINNING DEMOLITION.
12. EXISTING WATER SERVICES SHALL BE DISCONNECTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE TOWN OF NEW WINDSOR PUBLIC WORKS DEPARTMENT. REMOVE EXISTING WATER PIPING UP TO THE CURB STOP. COORDINATE WITH THE TOWN OF NEW WINDSOR PUBLIC WORKS DEPARTMENT PRIOR TO START OF ANY UTILITY REMOVAL OR DISCONNECTION.
13. EXISTING SANITARY SEWER LATERAL(S) SHALL BE PLUGGED WITH NON-SHRINK GROUT AT CURBLINE IN ACCORDANCE WITH THE TOWN OF NEW WINDSOR PUBLIC WORKS DEPARTMENT. REMOVE ALL ON-SITE EXISTING SEWER SERVICE LATERAL(S).
14. ALL SERVICES MAY NOT BE SHOWN ON THIS PLAN. THE CONTRACTOR SHALL INVESTIGATE THE SITE PRIOR TO BIDDING TO DETERMINE THE EXTENT OF SERVICE PIPING TO BE REMOVED, CUT OR PLUGGED. ALL SERVICE DISCONNECTIONS AND REMOVAL METHODS SHALL BE COORDINATED WITH ALL APPLICABLE UTILITY COMPANIES PRIOR TO START OF WORK.
15. THE CONTRACTOR SHALL PROTECT ALL IRON PINS, MONUMENTS AND PROPERTY CORNERS THAT WILL NOT BE REMOVED. ANY SITE MONUMENTATION AND/OR PROPERTY MARKERS, IF DETERMINED BY THE ENGINEER TO BE DISTURBED SHALL BE RESET BY A LICENSED LAND SURVEYOR AT THE EXPENSE OF THE CONTRACTOR.
16. THE CONTRACTOR SHALL CUT AND REMOVE AT LUMINAIRE AND SIGN LOCATIONS ANY PROTRUDING CONDUITS TO 24" BELOW GRADE. THE CONTRACTOR SHALL REMOVE ALL CABLE AND CONDUCTORS FROM REMAINING LIGHTING AND SIGNING CONDUITS.
17. THE CONTRACTOR SHALL PUMP OUT AND REMOVE ALL FUEL TANKS (IF ANY ARE ENCOUNTERED) AND REMOVE FUEL TO AN APPROVED DISPOSAL AREA BY AN APPROPRIATELY LICENSED WASTE OIL HANDLING CONTRACTOR IN STRICT ACCORDANCE WITH NEW YORK D.E.C. REQUIREMENTS. CONTRACTOR SHALL BE RESPONSIBLE FOR TESTING OF SOIL SURROUNDING FUEL TANKS FOR ANY CONTAMINATION.
18. OSHA REGULATIONS MAKE IT UNLAWFUL TO OPERATE CRANES, BOOMS, HOISTS, ETC. WITHIN TEN (10) FEET OF ANY ELECTRIC LINE UNDER 50KV. IF CONTRACTOR MUST OPERATE EQUIPMENT CLOSE TO NIAGARA MOHAWK ELECTRIC LINE(S), CONTACT POWER COMPANY TO MAKE ARRANGEMENTS FOR PROPER SAFEGUARDS.
19. THE EXISTING PAVEMENT MAY BE USED IN FILL AREAS, EXCEPT UNDER THE PROPOSED BUILDING, IF SCARIFIED TO 3" AND SMALLER AND AS APPROVED BY THE ENGINEER.



ZONING INFORMATION

LOCATION: TOWN OF NEW WINDSOR				
ZONE: AIRPORT-A (AP-1)				
USE: (PERMITTED USE) HOTELS, RESTAURANT, SCHOOLS OF PRIVATE INSTRUCTION				
ITEM #	ITEM	REQUIREMENTS HOTEL / RESTAURANT / SCHOOLS (A6) (A3) (A11)	PROPOSED	VARIANCE
1	MINIMUM LOT AREA (SF)	80,000 / 40,000 / 40,000	522,902.65 SF	N/A
2	MINIMUM LOT WIDTH (FT)	200 / 100 / 100	374 FT	N/A
3	MINIMUM FRONT SETBACK (FT)	30 / 30 / 30	30 FT	N/A
4	MINIMUM SIDE SETBACK (FT)	30/70 / 20/40 / 20/40	N/A	N/A
5	MINIMUM REAR SETBACK (FT)	30 / 15 / 15	N/A	N/A
6	MINIMUM STREET FRONTAGE	N/A	N/A	N/A
7	MAXIMUM BUILDING HEIGHT (FT)	90 / 45 / 75	NOT TO EXCEED MAXIMUM ALLOWED	N/A
8	MAXIMUM LOT COVERAGE	85 PERCENT	LESS THAN 85 PERCENT	N/A

PARKING INFORMATION

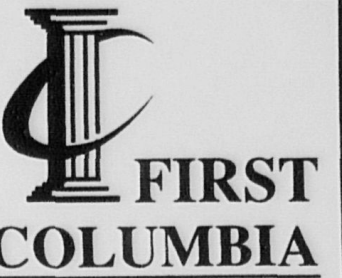
ITEM #	ITEM	REQUIREMENTS	PROPOSED	VARIANCE
1	PARKING REQUIRED BY TOWN	HOTELS 1 SPACE PER RENTAL ROOM PLUS ADDITIONAL SPACES FOR CONF. ROOMS, RESTAURANTS ROOMS: 88 + 110 = 198 SPACES SEATING: 45 + 45 = 90 / 3 = 30 SPACES RESTAURANT 1 SPACE PER 3 SEATING CAPACITY 60 / 3 = 20 SPACES SCHOOL 1 SPACE PER STUDENT PLUS ONE SPACE PER EMPLOYEE, OR ONE SPACE PER 200 SF OF TOTAL FLOOR AREA, AS DETERMINED BY THE P.B. 55 (STUDENTS) + 14 (STAFF) = 69 SPACES OFFICE 1 SPACE PER 200 SF OF TOTAL FLOOR AREA 30,000 / 200 = 150 SPACES TOTAL REQUIRED 467 SPACES	494 SPACES	N/A
2	MINIMUM PARKING DIMENSIONS	9x19	9x19	N/A
3	MINIMUM AISLE WIDTH	25'	25'	N/A
4	MINIMUM FRONT SETBACK	N/A	N/A	N/A
5	MINIMUM SIDE SETBACK	N/A	N/A	N/A
6	MINIMUM REAR SETBACK	N/A	N/A	N/A



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80 Washington Street, Suite 310
Poughkeepsie, NY 12601
(914) 485-7088
(914) 485-7131 Fax

PREPARED FOR:



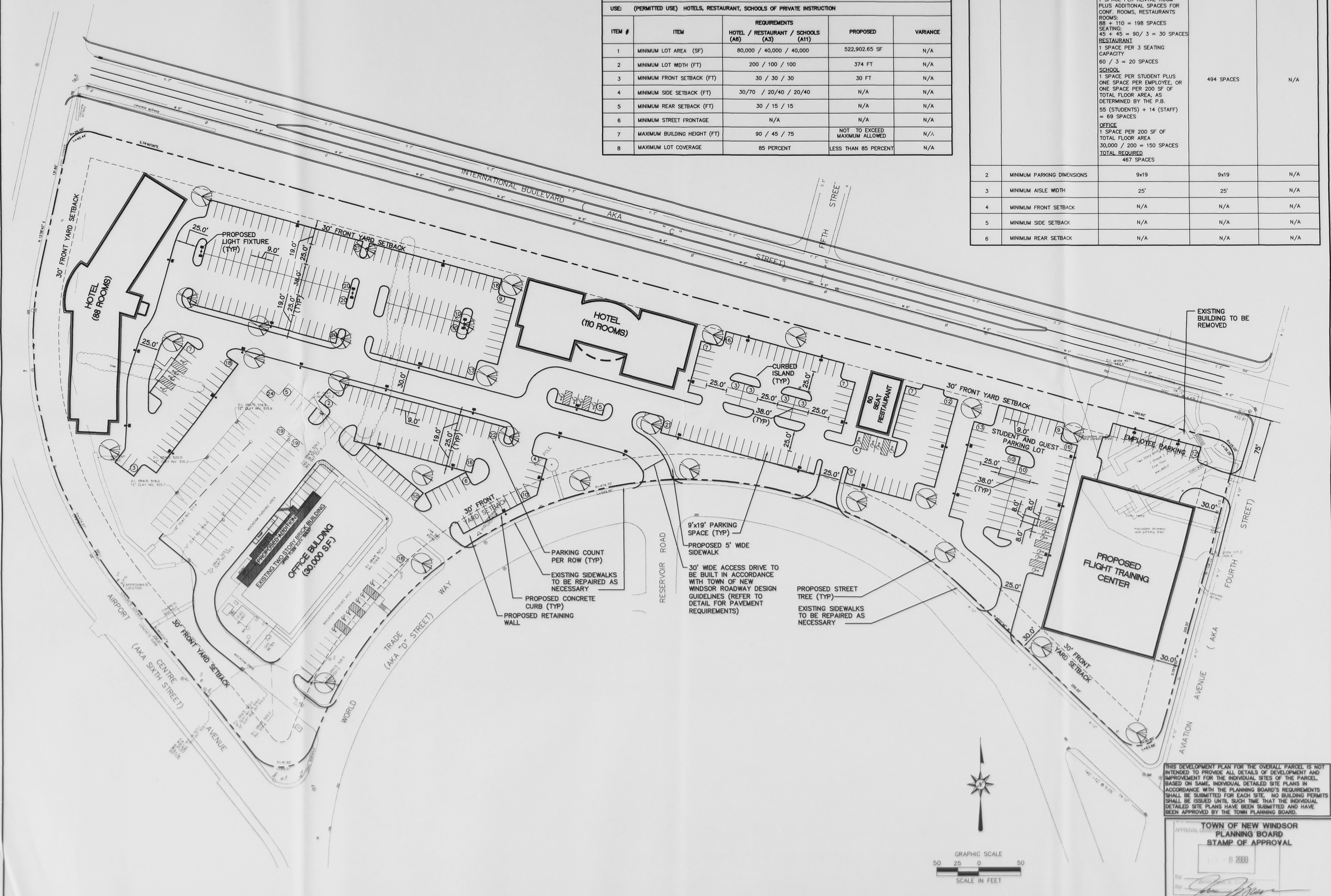
SITE PLAN
PARCEL "E" DEVELOPMENT PLAN
NEW YORK INTERNATIONAL PLAZA
TOWN OF NEW WINDSOR ORANGE COUNTY, NEW YORK

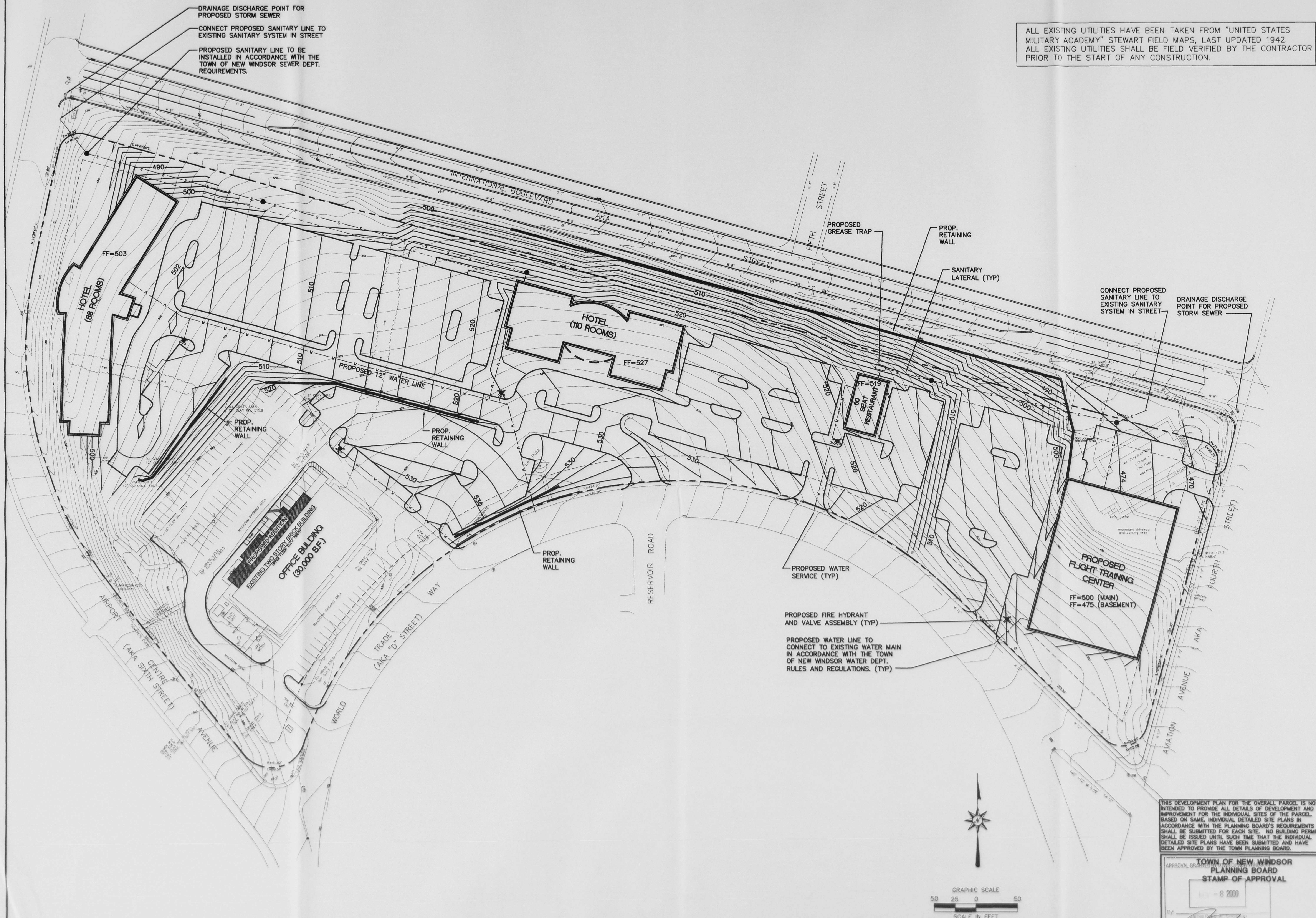
REVISIONS
Date 07/13/00
No. 1
Desc. REVISE PER COMMENTS

Designed T.J.O.
Drawn T.J.O.
Checked R.E.M.
Approved R.A.L.
Scale 1"=50'
Project No. 00N281
Date 6/23/00
CAD File SPN28101

Sheet No.

SP-1





ALL EXISTING UTILITIES HAVE BEEN TAKEN FROM "UNITED STATES MILITARY ACADEMY" STEWART FIELD MAPS, LAST UPDATED 1942. ALL EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO THE START OF ANY CONSTRUCTION.

BL Companies
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80 Washington Street, Suite 310
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PREPARED FOR:

FIRST COLUMBIA
STRATEGIC HEALTHCARE DEVELOPMENT

CONCEPTUAL GRADING AND UTILITIES
PARCEL "E" DEVELOPMENT PLAN
NEW YORK INTERNATIONAL PLAZA
TOWN OF NEW WINDSOR
ORANGE COUNTY, NEW YORK

REVISIONS	Desc.	REVISE PER	COMMENTS
No.	Date		
1	07/13/00		
Designed	C.B.B.		
Drawn	C.B.B.		
Checked	R.E.M.		
Approved	R.A.L.		
Scale	1"=50'		
Project No.	00N281		
Date	6/23/00		
CAD File	GUIN28101		
Sheet No.			

GU-1

THIS DEVELOPMENT PLAN FOR THE OVERALL PARCEL IS NOT INTENDED TO PROVIDE ALL DETAILS OF DEVELOPMENT AND IMPROVEMENT FOR THE INDIVIDUAL SITES OF THE PARCEL. BASED ON SAME, INDIVIDUAL DETAILED SITE PLANS IN ACCORDANCE WITH THE PLANNING BOARD'S REQUIREMENTS SHALL BE SUBMITTED FOR EACH SITE. NO BUILDING PERMITS SHALL BE ISSUED UNTIL SUCH TIME THAT THE INDIVIDUAL DETAILED SITE PLANS HAVE BEEN SUBMITTED AND HAVE BEEN APPROVED BY THE TOWN PLANNING BOARD.

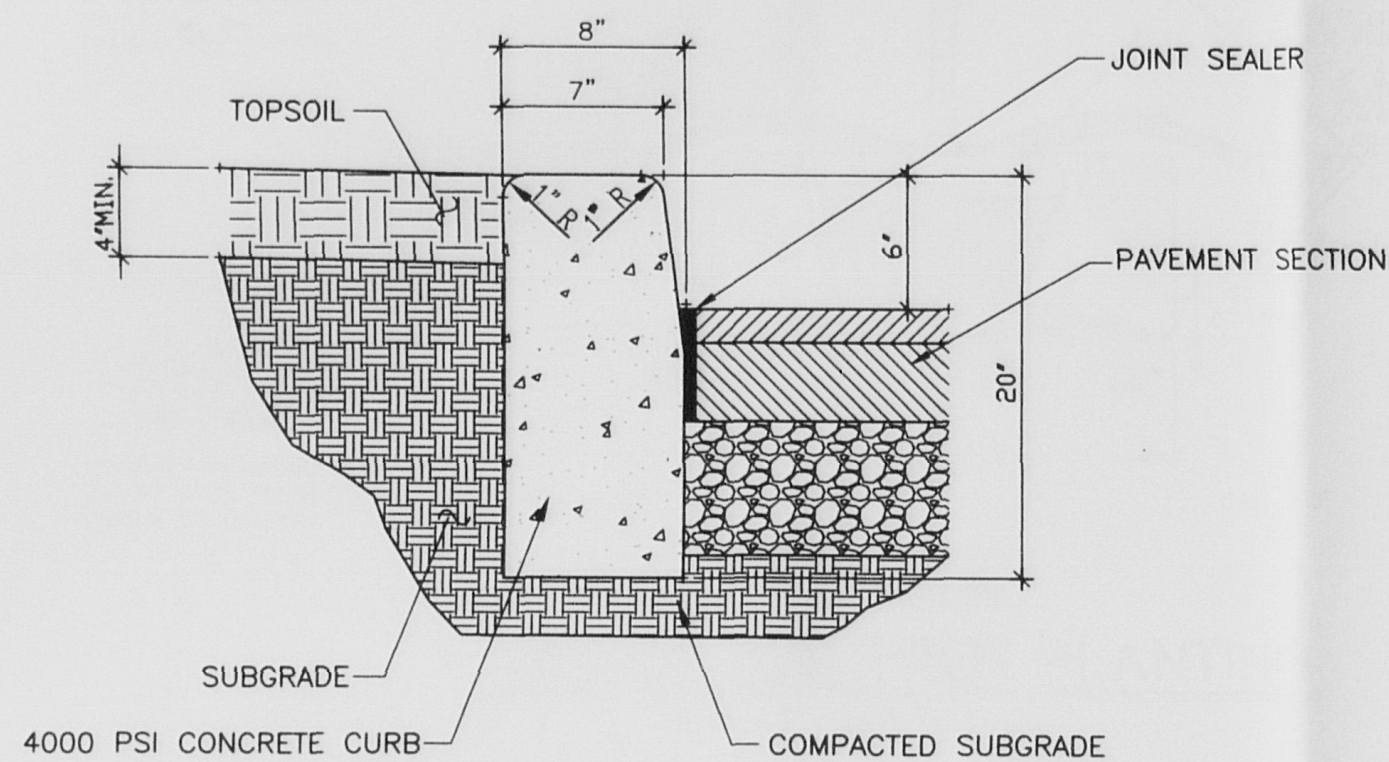
**TOWN OF NEW WINDSOR
PLANNING BOARD
STAMP OF APPROVAL**

APPROVAL GRANTED: 8/2000

By: *[Signature]*

ON-SITE BITUMINOUS CONCRETE PAVEMENT

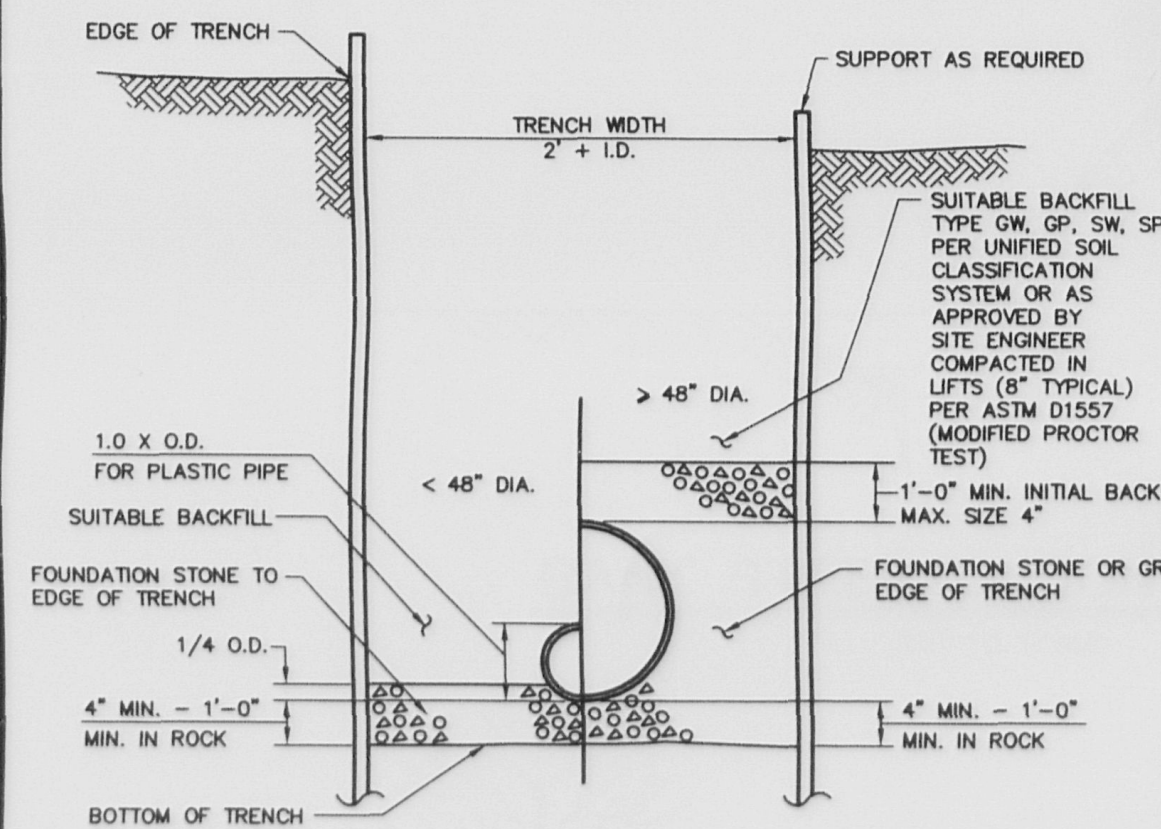
NOT TO SCALE



1. ALL PAVING MATERIALS AND INSTALLATION PROCEDURES SHALL CONFORM TO NYSDOT STANDARDS

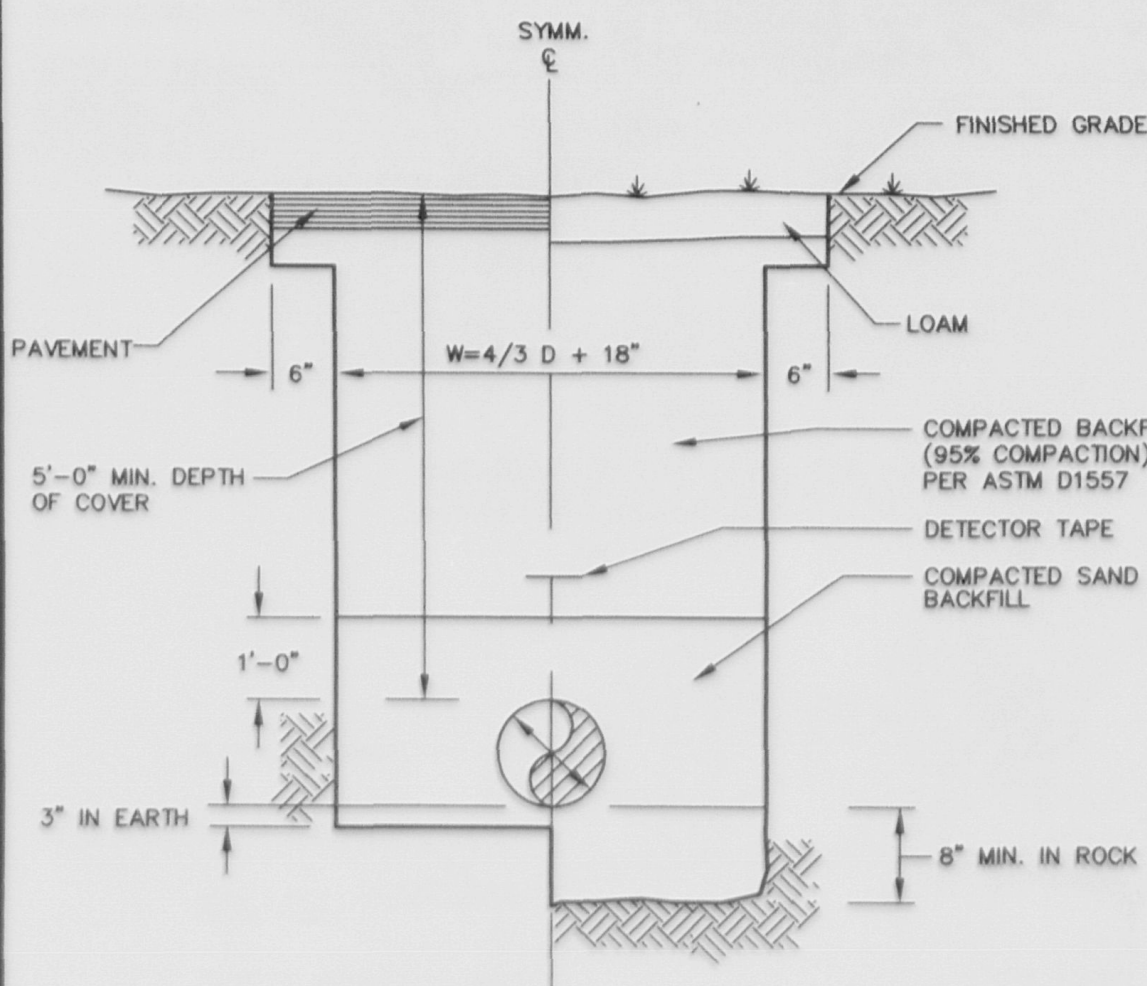
ON-SITE CURB DETAIL

NOT TO SCALE



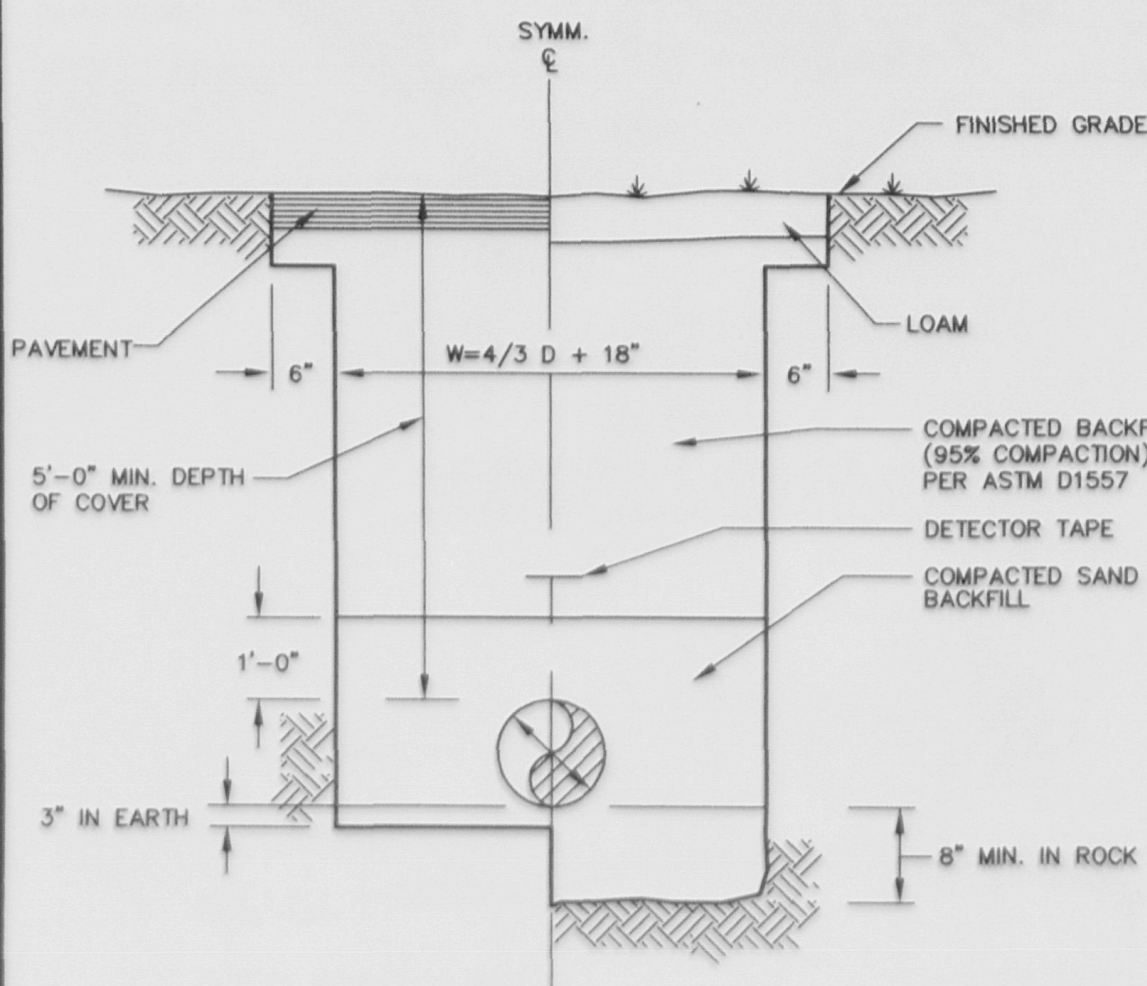
TYPICAL PIPE BEDDING DETAIL

NOT TO SCALE



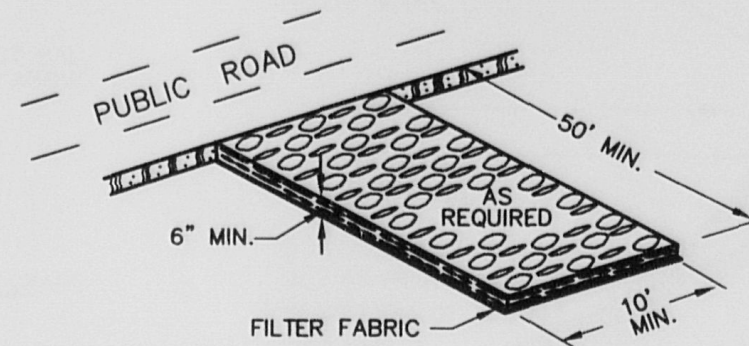
TYPICAL WATER SERVICE TRENCH DETAIL

NOT TO SCALE



MAIN ACCESS DRIVE BITUMINOUS CONCRETE PAVEMENT

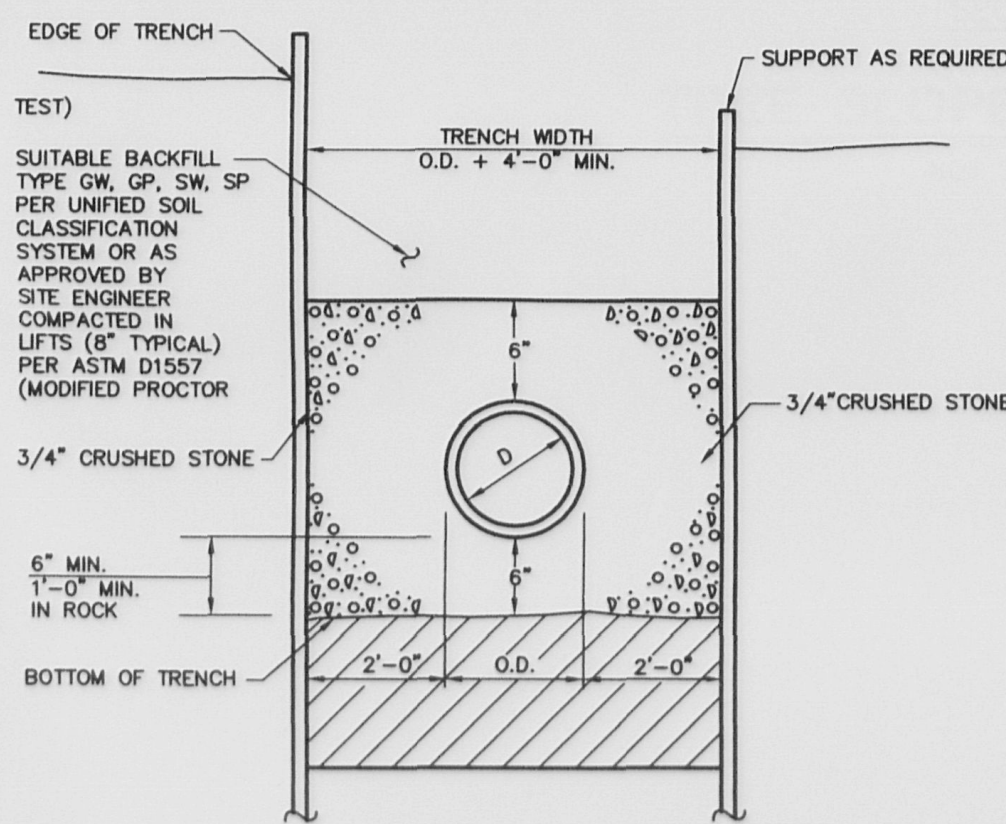
NOT TO SCALE



- NOTES:
1. STONE SIZE - USE STONE, OR RECYCLED CONCRETE EQUIVALENT AS NECESSARY FOR CONSTRUCTION VEHICLE LOADS.
 2. LENGTH AS REQUIRED, BUT NOT LESS THAN 50'.
 3. THICKNESS - NOT LESS THAN 6".
 4. WIDTH - 10' MIN, BUT NOTE LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS.
 5. FILTER CLOTH - SHALL BE PLACED UNDER STONE AS NEEDED.
 6. MAINTENANCE - THE PAD SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OF FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC RIGHT-OF-WAY MUST BE REMOVED IMMEDIATELY.
 7. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN FALL.

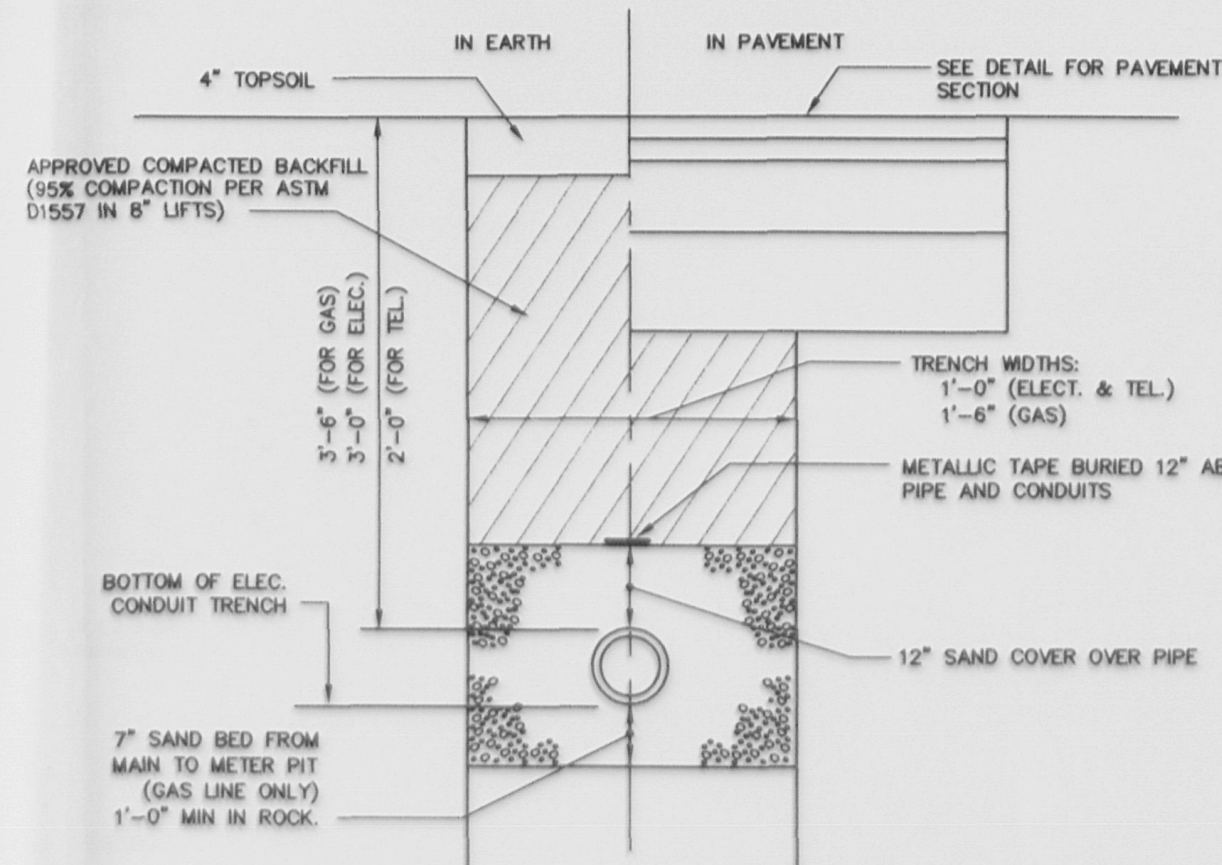
ANTI-TRACKING PAD

NOT TO SCALE



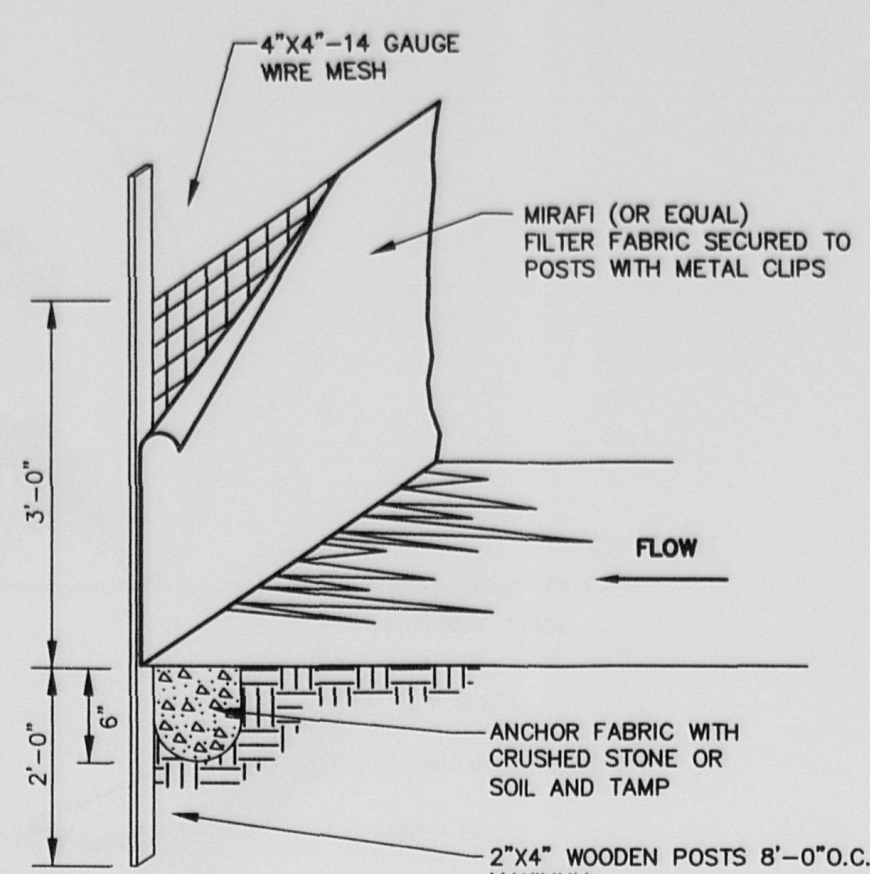
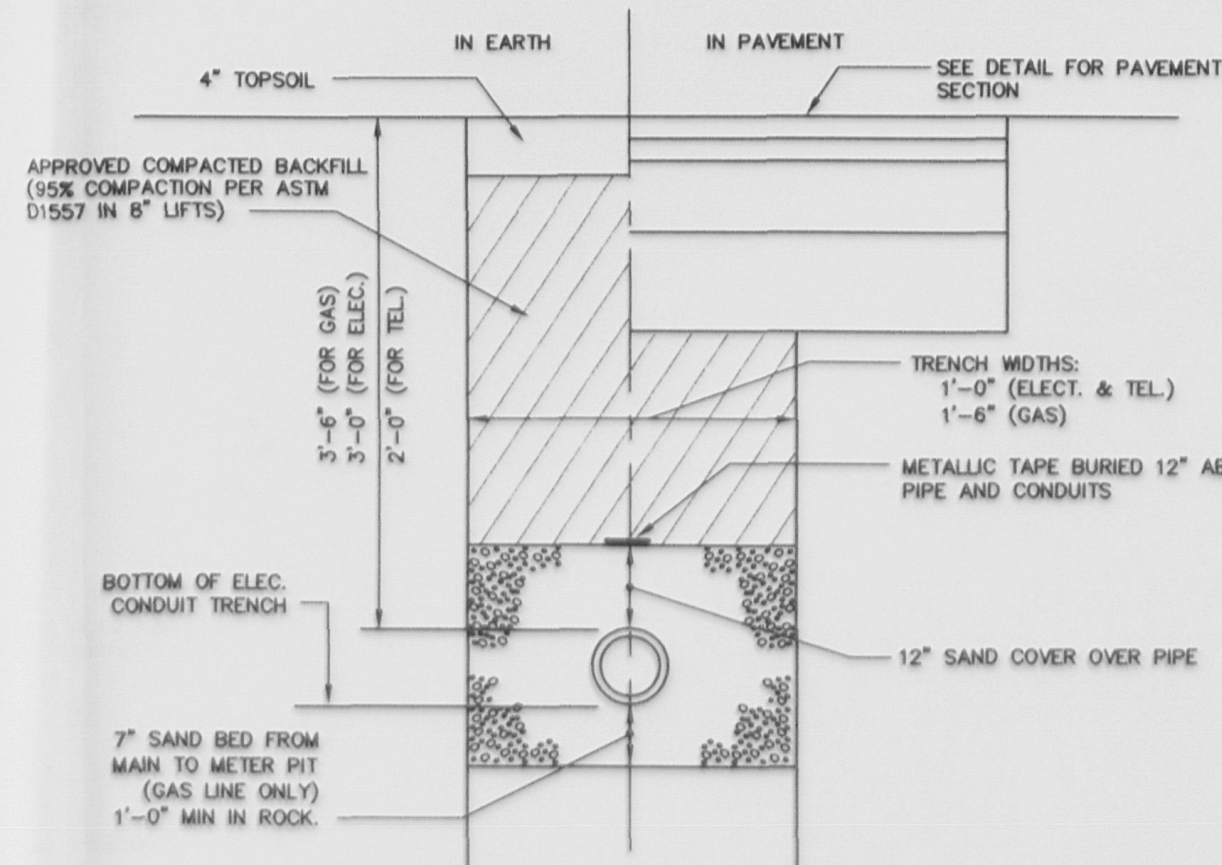
TYPICAL SANITARY SEWER TRENCH SECTION

NOT TO SCALE



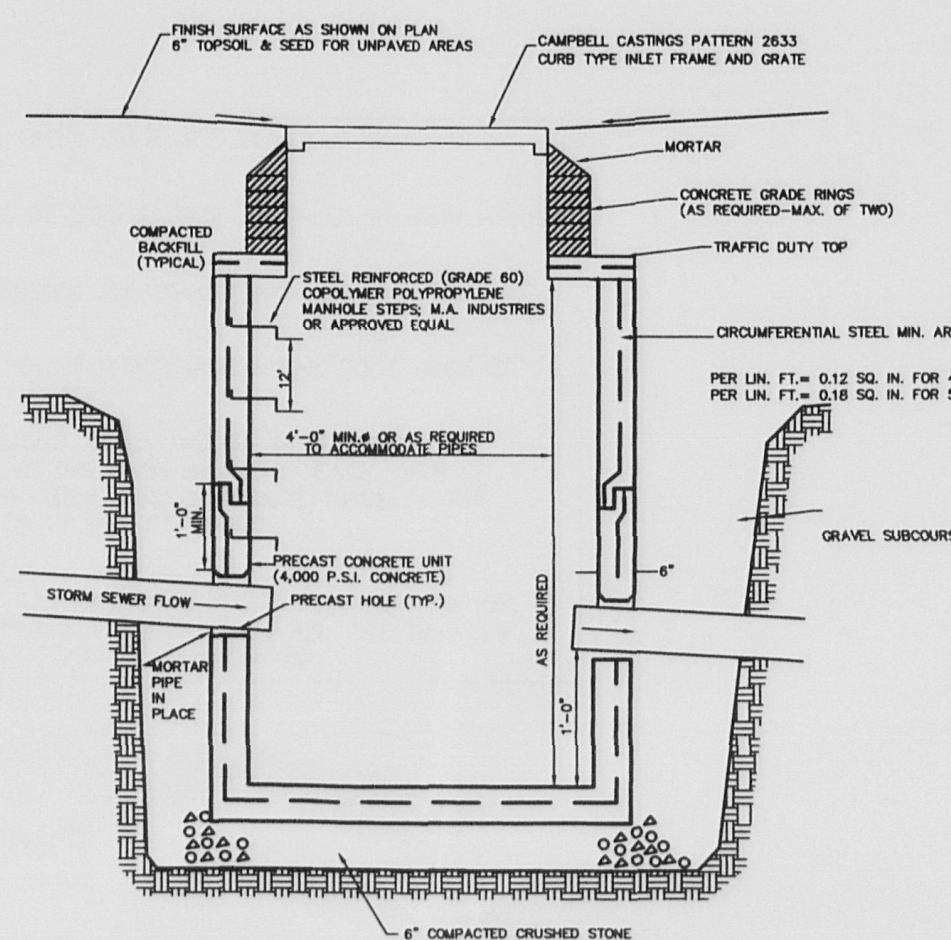
ELECTRICAL, TELEPHONE AND GAS TRENCH DETAIL

NOT TO SCALE



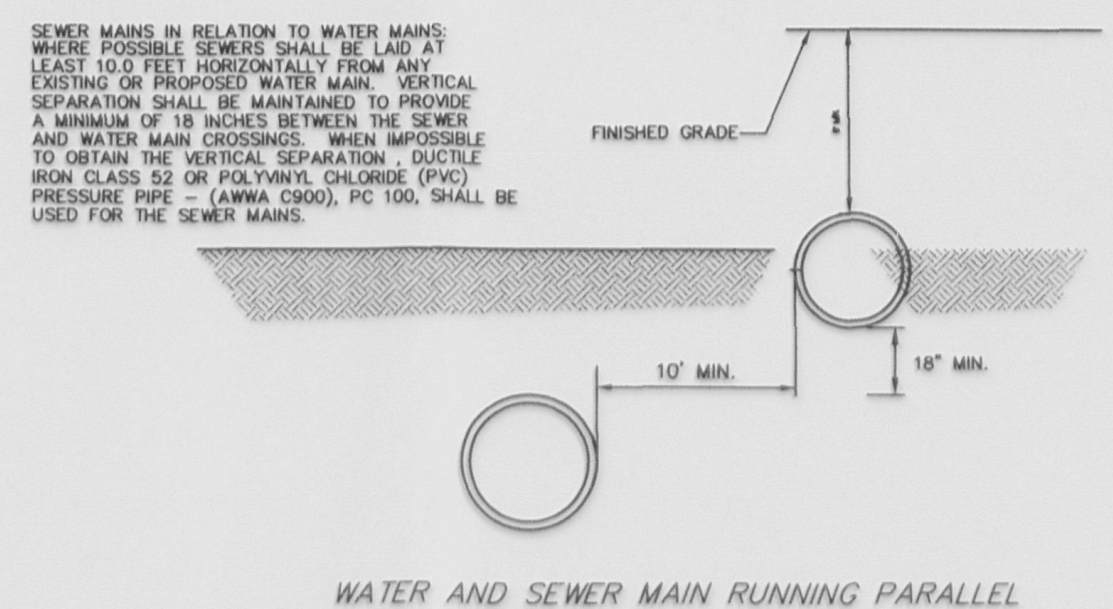
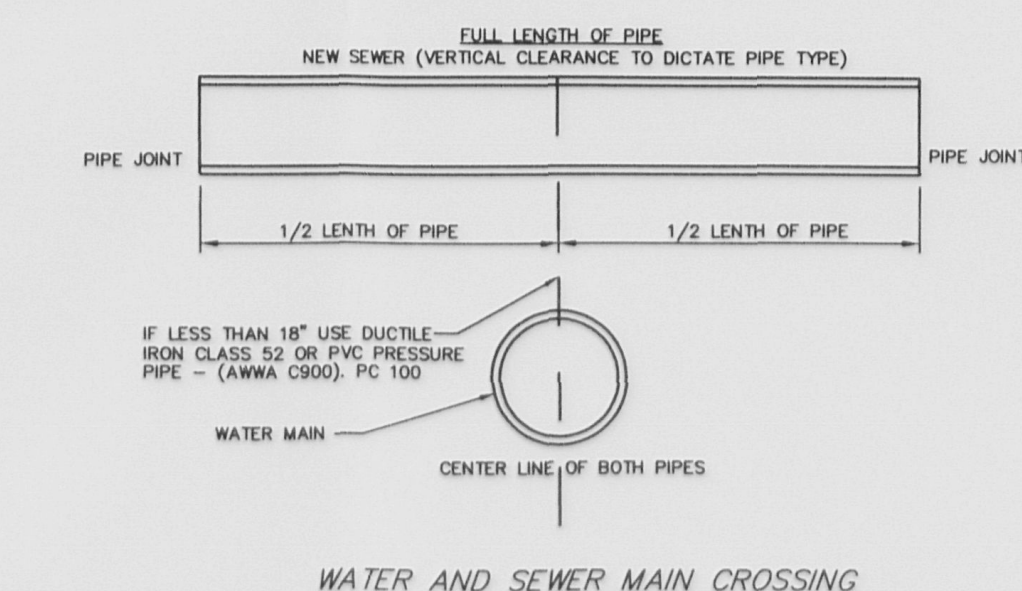
SILTATION FENCE

NOT TO SCALE



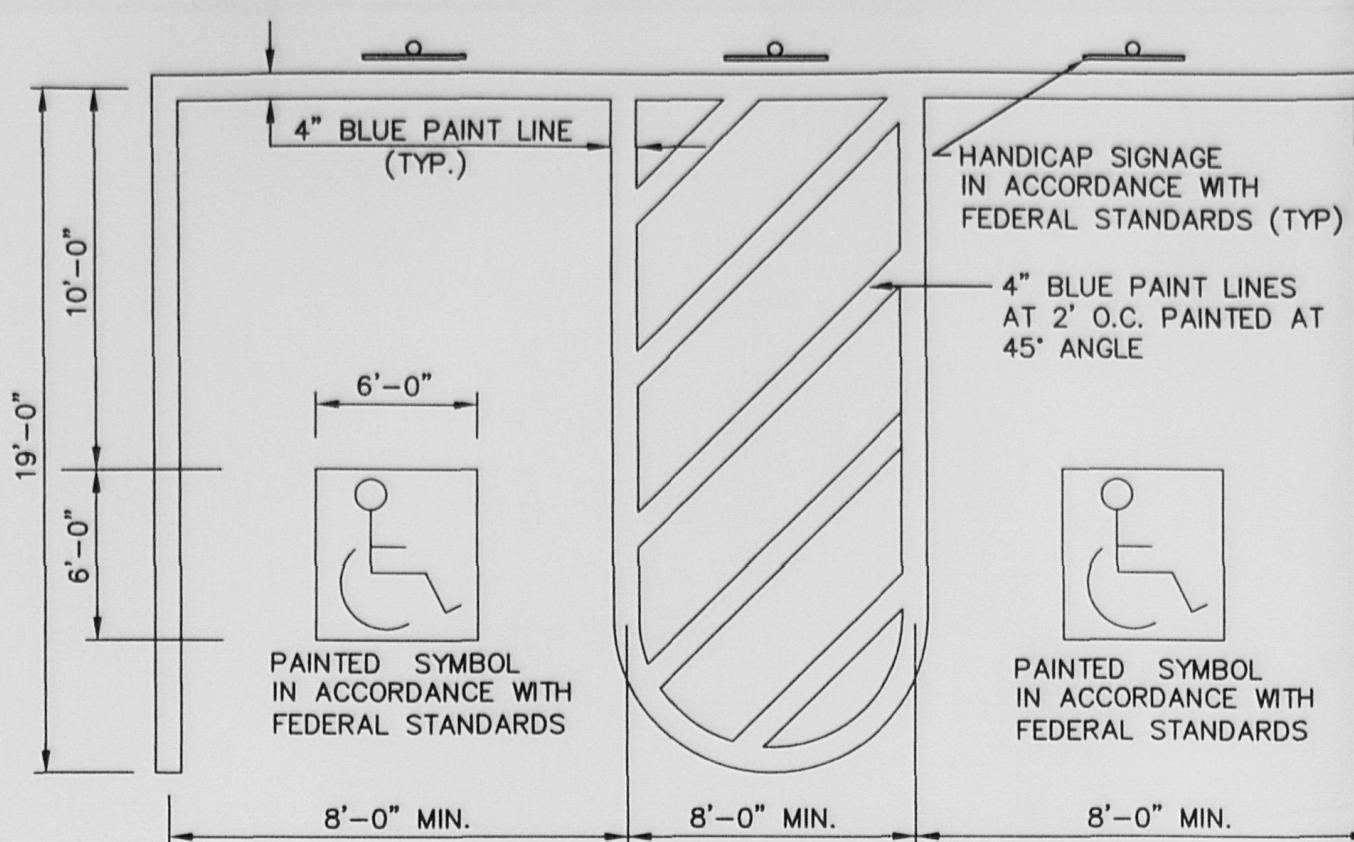
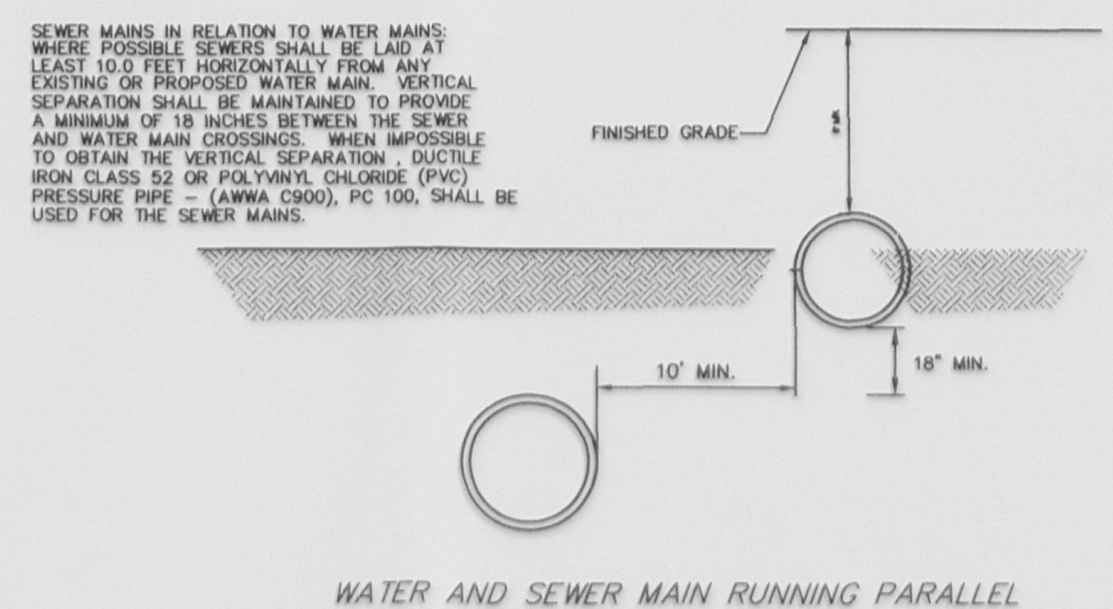
NEW CATCH BASIN DETAIL

NOT TO SCALE



WATER AND SEWER MAIN RELATION DETAIL

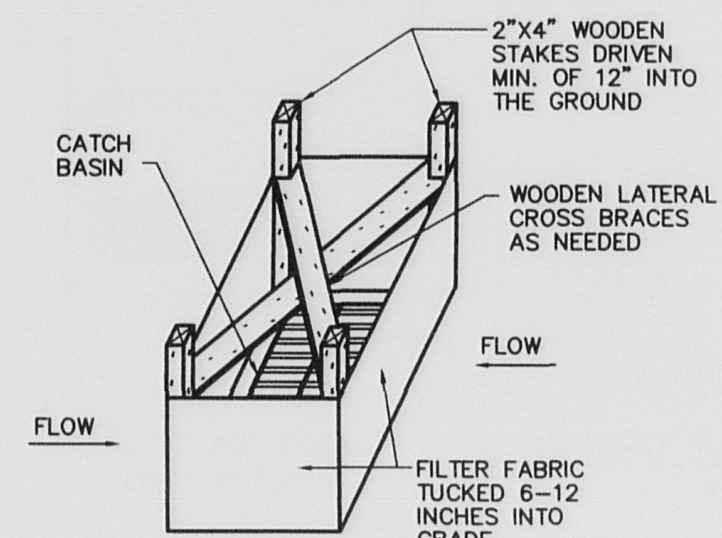
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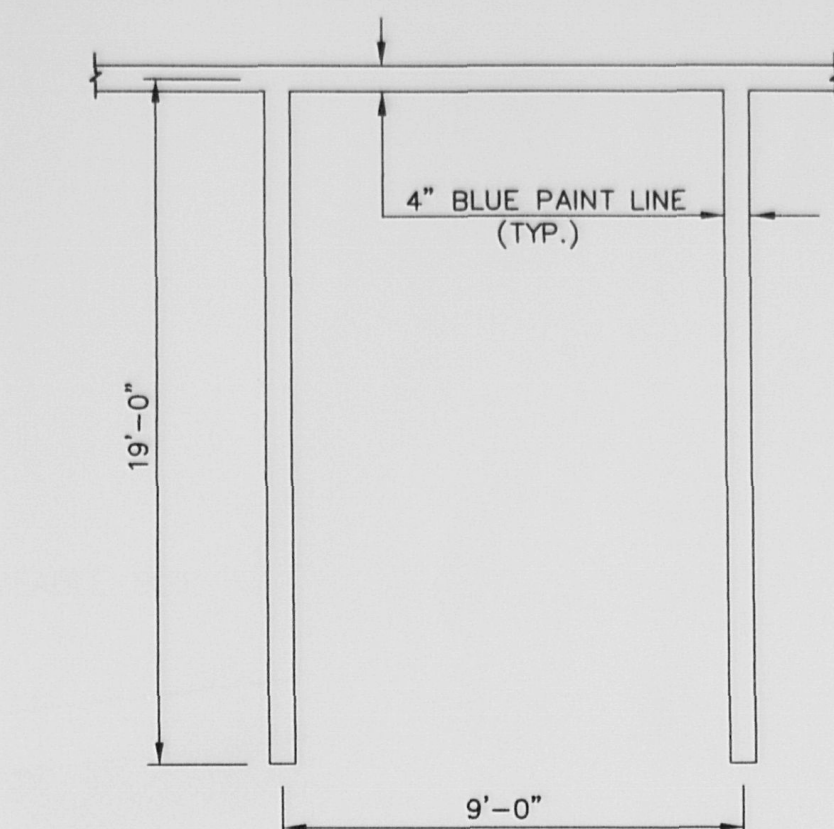
- NOTES:
1. SEE SITE PLAN FOR ACCESSIBLE SPACE LOCATION AND DIMENSIONS.
 2. PROVIDE 2 COATS OF PAINT ON ALL SURFACES.

TYPICAL ACCESSIBLE PARKING SPACE DETAIL

NOT TO SCALE



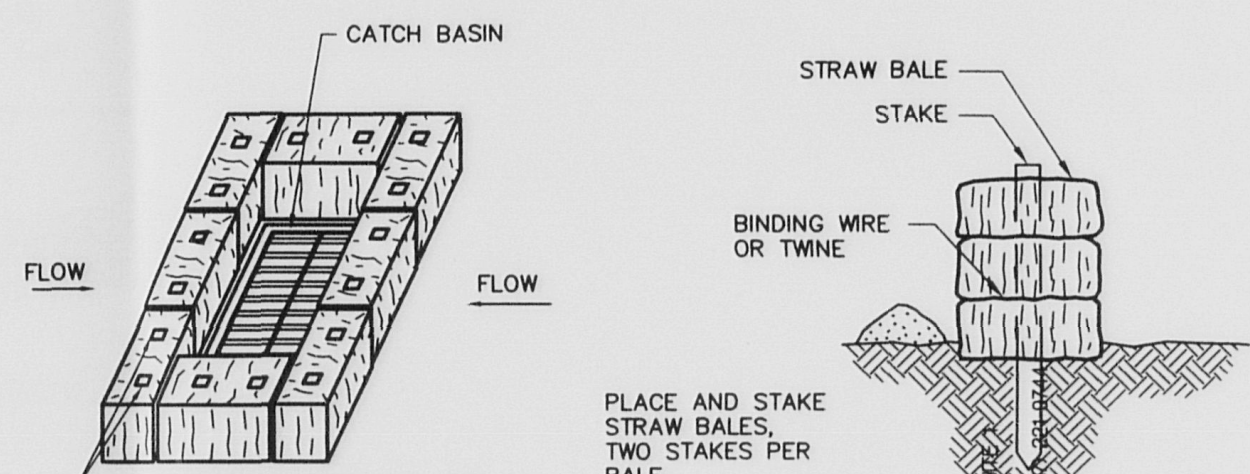
SILT FENCE INSTALLATION AT CATCH BASINS AT LOW POINTS



- NOTE:
1. PROVIDE 2 COATS OF PAINT ON ALL SURFACES.
 2. SEE PLAN FOR ACTUAL SPACE LOCATION AND DIMENSIONS.

TYPICAL PARKING SPACE DETAIL

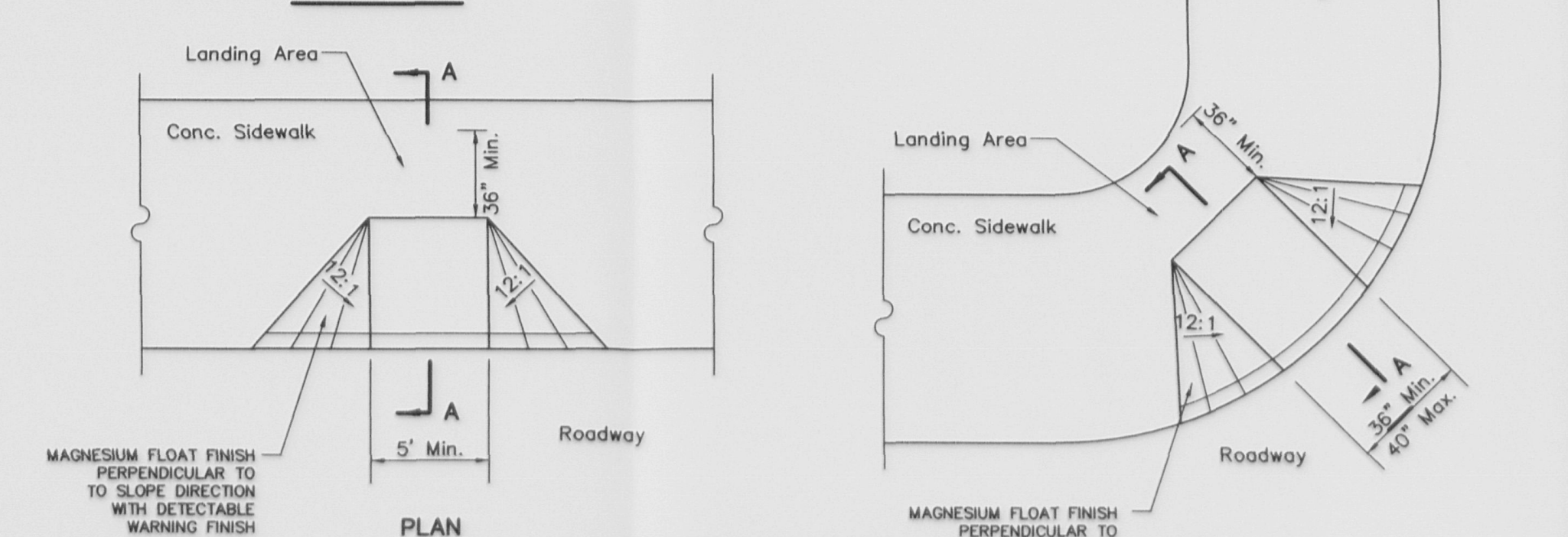
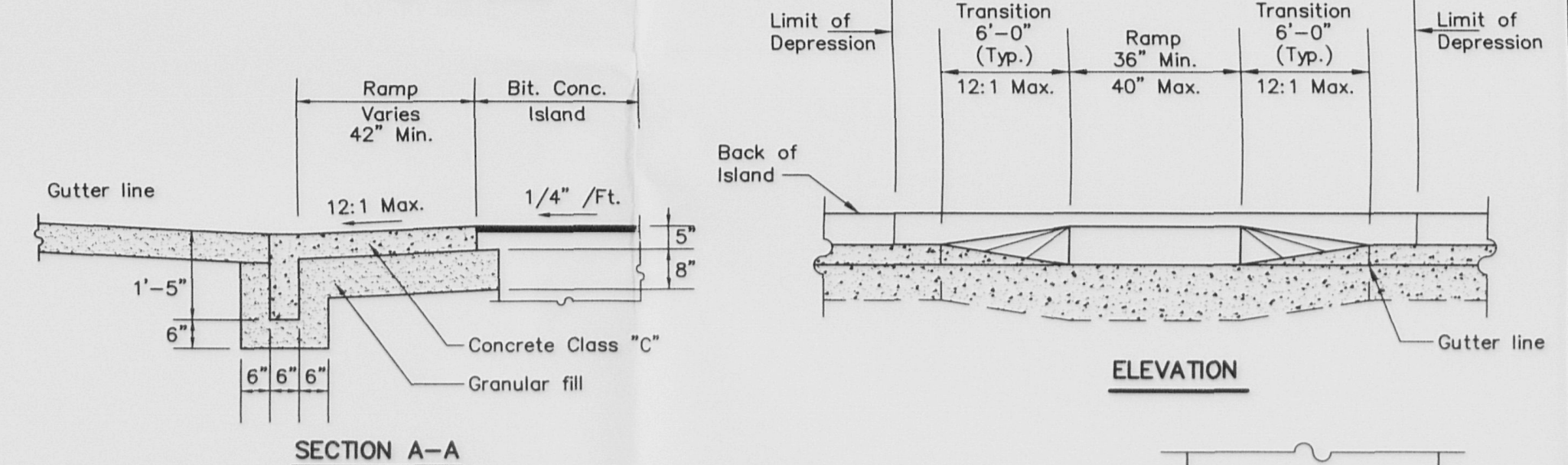
NOT TO SCALE



HAY BALE FILTER INSTALLATION AT CATCH BASIN AT LOW POINTS

CATCH BASIN EROSION CONTROL

NOT TO SCALE



HANDICAP RAMP

NOT TO SCALE



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PRUNING SHALL BE IN ACCORDANCE WITH APPROVED HORTICULTURAL STANDARDS IN ORDER TO PRESERVE THE NATURAL FORM OF THE SPECIFIC PLANTS. IF APPLICABLE & APPROVED BY THE LANDSCAPE ARCHITECT, ONE-FOURTH TO ONE-THIRD OF THE WOOD SHALL BE REMOVED BY THINNING OUT TO BALANCE ROOT LOSS DUE TO TRANSPLANTING.

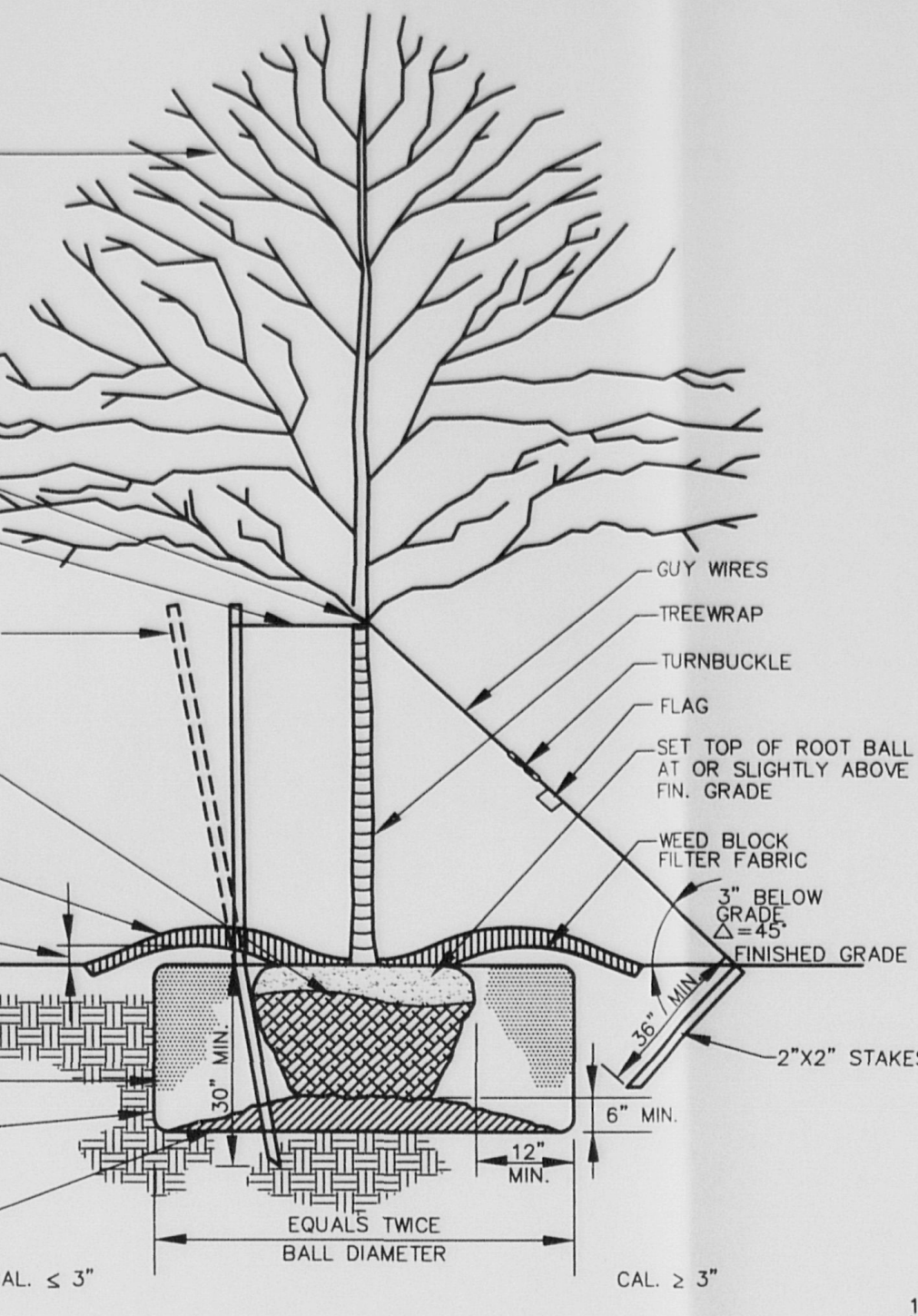
BLACK RUBBER REINFORCED HOSE NOT LESS THAN 1/2" I.D. ABOVE FIRST SET OF BRANCHES
2 STRANDS OF 12 GAUGE GALV. WIRE, TWISTED

2"x2"x8'-0" POINTED CEDAR STAKES: 3 STAKES PER TREE - DRIVE AT ANGLE AND DRAW VERTICAL

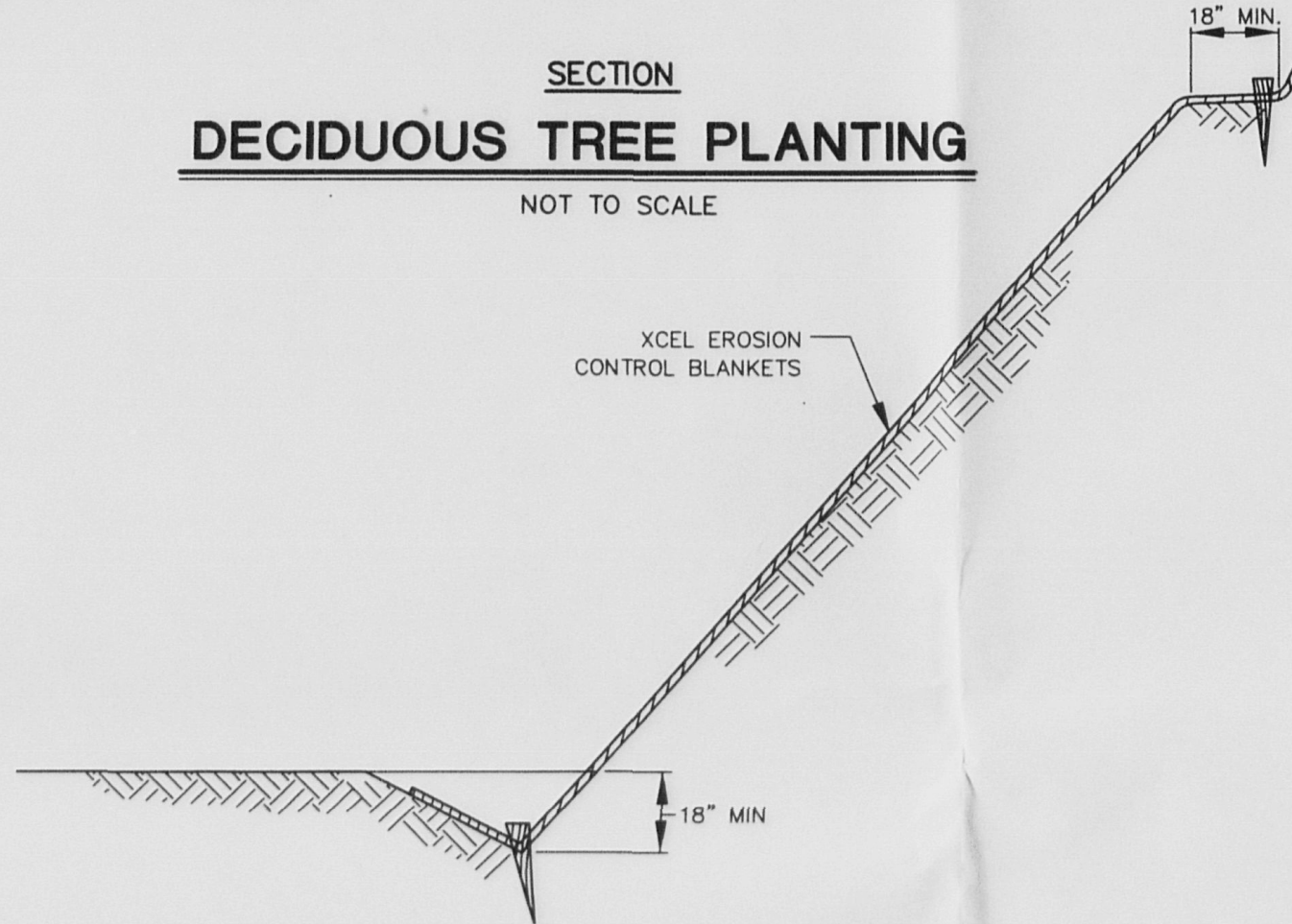
CUT BURLAP AND WIRE BASKETS FROM TOP 1/3 OF ROOT BALL
3" MULCH - FINELY SHREDDED BARK MULCH (SAMPLE TO BE APPROVED)
3" SOIL SAUCER TYP.

TOPSOIL
SUBSOIL
PLANTING MIX

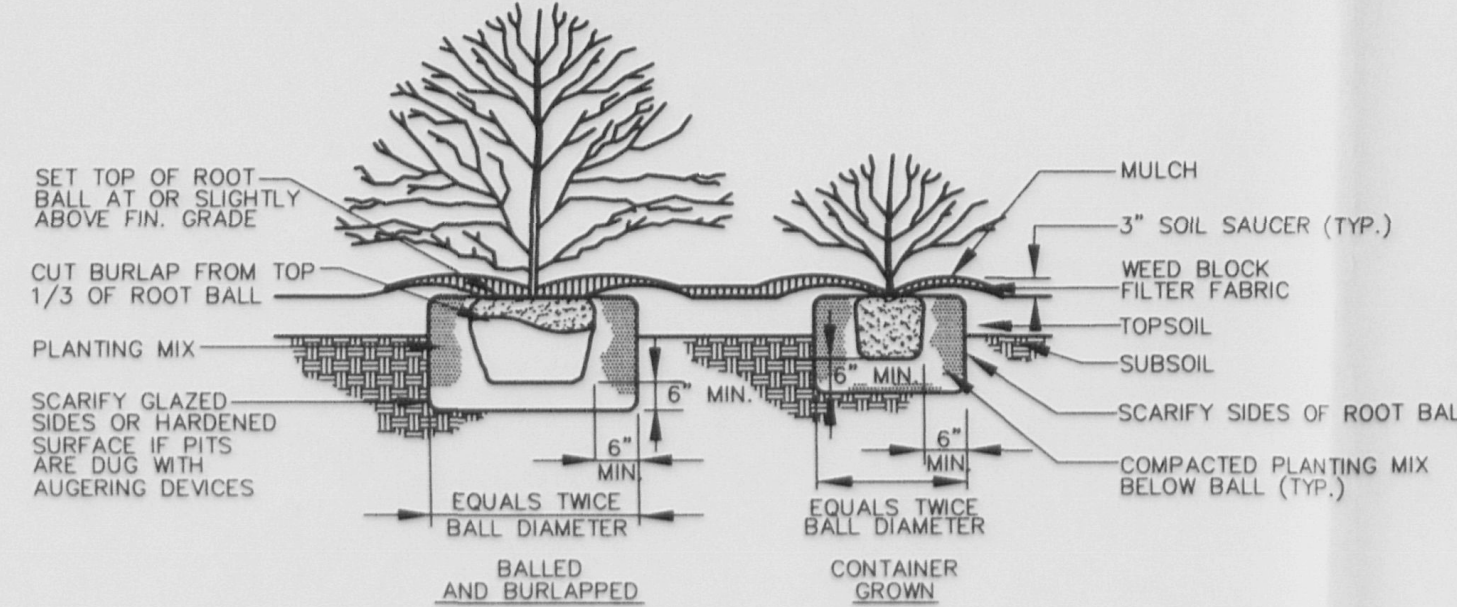
SCARIFY GLAZED SIDES OR HARDENED SURFACE IF PITS ARE DUG WITH AUGERING DEVICE
COMPACT PLANTING MIX BELOW BALL, PITCH TO PERIMETER OF PIT



SECTION
DECIDUOUS TREE PLANTING
NOT TO SCALE

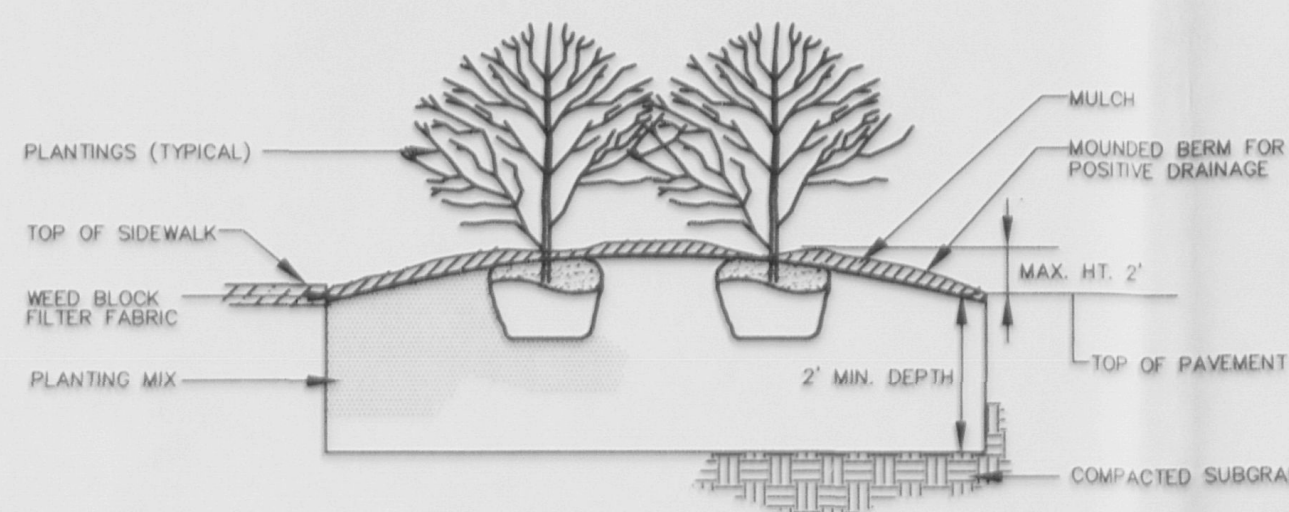


BANK STABILIZATION DETAIL
NOT TO SCALE



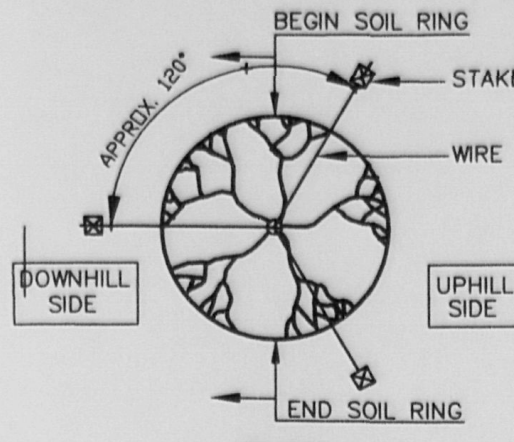
NOTE:
IN AREAS OF MASS PLANTING, CONTINUOUSLY EXCAVATE AND MULCH ENTIRE BED.

SECTION
SHRUB PLANTING
NOT TO SCALE

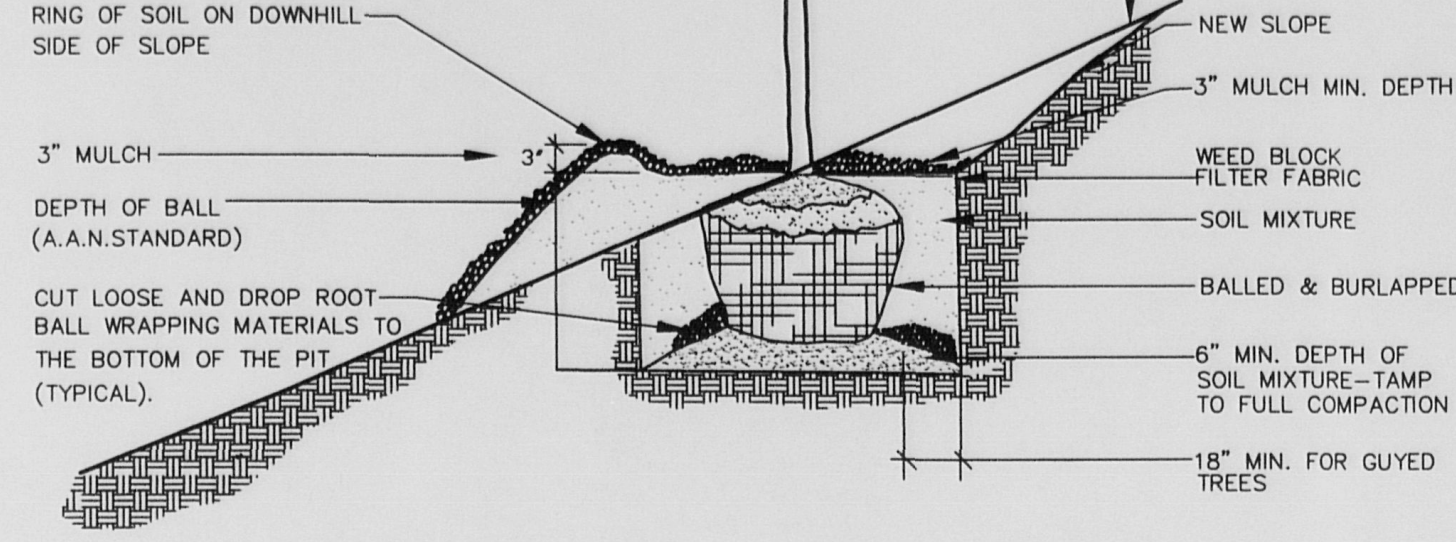


NOTE:
SEE TYPICAL PLANTING DETAILS FOR OTHER PLANTING SPECIFICATIONS

SECTION
PLANTED ISLAND
NOT TO SCALE

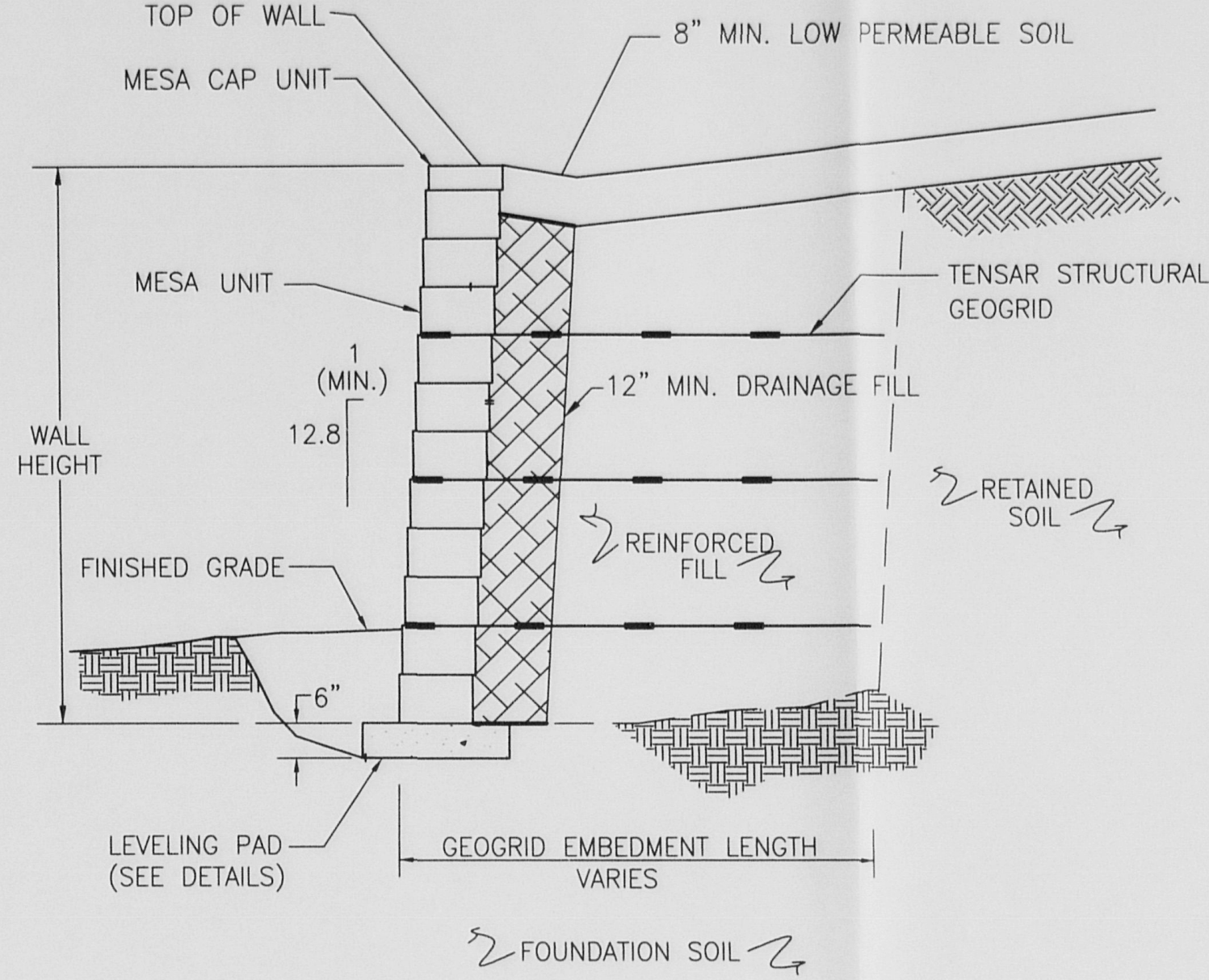


NOTE:
FINAL PLANTING LAYOUT TO BE COORDINATED WITH GRADING PLAN



- NOTES:
1. ALL DECIDUOUS TREES OVER 4 FT. IN HEIGHT AND ALL EVERGREEN TREES OVER 3FT. IN HEIGHT SHALL BE STAKED OR GUYED AS SHOWN.
 2. MULTIPLE STEMMED DECIDUOUS TREES OVER 4 FT. IN HEIGHT SHALL BE STAKED IN SUCH MANNER AS TO STABILIZE 2 MAINSTEMS.
 3. THE WOOD STAKES SHALL BE CONSTRUCTION GRADE, ROUGH OR DRESSED, OF SOUND WOOD, DECAY RESISTANT, AND OF THE SIZE INDICATED IN THE DETAILS.
 4. THE WIRE TIES SHALL BE 12 OR 14 GAUGE GALVANIZED WIRE, AND BE PROVIDED WITH A ONE FOOT PIECE OF RUBBER HOSE PLACED TO PREVENT INJURY TO THE BARK.
 5. TREE WRAPPING SHALL BE PLACED AROUND ALL TRUNKS OF DECIDUOUS TREES TWO OR MORE INCHES IN CALIPER. TREE WRAPPING SHALL EXTEND FROM GROUND LINE 2" ABOVE THE FIRST BRANCH. EACH TURN OF WRAPPING MATERIAL SHALL OVERLAP 1/2 THE WIDTH OF THE PREVIOUS TURN. BIND WITH JUTE TWINE AT TOP, MIDDLE, AND BOTTOM. TREE WRAPPING AND TWINE SHALL CONFORM TO CT DOT STANDARD.
 6. PIT DRAINAGE MODIFICATION FOR SLOPE PLANTING (WHEN REQUIRED).
A. PRIOR TO PLANTING ON A SLOPE THE CONTRACTOR SHALL TEST NO MORE THAN 3 PITS FOR PERCOLATION.
B. PERCOLATION TEST SHALL CONSIST OF FILLING THE PIT WITH APPROXIMATELY 6" OF WATER. THE ENGINEER SHALL DETERMINE THE RATE OF PERCOLATION AND DETERMINE IF PIT DRAINAGE IS REQUIRED.

SECTION
TREE SLOPE PLANTING
NOT TO SCALE



TYPICAL CROSS-SECTION
NOT TO SCALE

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TOWN OF NEW WINDSOR
PLANNING BOARD
STAMP OF APPROVAL
JUN - 8 2000
By: [Signature]
By: [Signature]

REVISIONS	Date	By
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